"All the News That's Fit to Print."

The New York Times.

THE WEATHER.
Fair, somewhat warmer to-day; fair to-morrow; wind west.

VOL. LIX...NO. 19,134. * * * NEW YORK, TUESDAY, JUNE 14, 1910.—TWENTY-TWO PAGES. ONE CENT, In Greater New York, Jersey City, and Newark. { Elsewhere, TWO CENTS.

CITY RECORD WASTES $410,000 ANNUALLY

Mayor's Investigating Committee Declares It Overcharges for Printing and Make-Up.

BIG ADVERTISING GRAFT

George W. Foster Took Commissions from Small Publications—Many Unnecessary Reports Published.

Great waste, and intimation of even worse, in the city's expenditures for advertising, printing, and stationery is shown in the report received by Mayor Gaynor last night from the committee appointed by him to investigate these matters.

The committee consisted of John A. Hennessy, managing editor of The New York Press; James E. Sullivan, sporting literature publisher and active in the American Amateur Athletic Union, and William J. Ellis, a former newspaper man. They were appointed soon after the new administration came into office, and have been devoting themselves continuously to their task for the last four months and a half.

The report declares that no less than $410,000 a year could be saved the city by an economical and careful administration of the office of The City Record, which has charge of the printing of the daily official city organ, the purchase of all stationery supplies for the City Government, the printing of reports, the placing of city advertising, &c. The Board of City Record is composed of the Mayor, the Controller, and the Corporation Counsel, but the details of the administration of the office are left to subordinates.

George W. Foster Is Mentioned.

Few personalities are entered into in the report, the responsibility for the conditions found being thus left to conjecture, although it is declared that the total present City Record bill of $1,500,000 had doubled during the McClellan administration. One man, however, is mentioned by name, George W. Foster, who was brought into an investigation of these matters conducted by the Cassidy Legislative Committee in 1908.

He was put on the stand and questioned about the part he played in the designation of the newspapers in which city advertising should appear. When it was learned that he had some private connection in regard to these matters with the Mayor's office or some one in it he was dismissed, with instructions to produce his account books. Foster and the books never returned.

It was alleged that he had a system by which he was allowed to collect a certain percentage on city advertising contracts. The committee thus comments in this part of their investigations:

> The worst waste was in the designation of certain so-called official newspapers for the boroughs. In Manhattan, seven of these newspapers got in advertising last year $161,642.08. There was $17,886.64 expended in newspapers in the other boroughs. At least 80 per cent. of this could be avoided.
>
> We find that small weekly newspapers, with fugitive circulation, charged the city 40 cents a line for this advertising, which was all that was charged by the leading morning and evening newspapers of the city. The charge of these weekly newspapers used to be 20 cents, and then 25 cents a line.

Newspapers Pay Commissions.

They found, however, that they had to pay from 25 to 50 per cent. to George W. Foster, an unofficial attache of the Mayor's office, and so they increased their rate to 40 cents, which they received, thus forcing the city to pay the commission that was demanded. These weekly newspapers began to grow to the point where it was really profitable to start one for the city advertising alone, and we find no fewer than twenty-three on the city payroll.

In the appendix to this report we go fully into all the mandatory advertising, and suggest amendments to the Charter, with recommendations that the entire advertising of the city be controlled from a central source, and we suggest reductions in the cost that ought to save the city at least $300,000 a year. This appendix will show the members of the Board of City Record how about $150,000 can be saved forthwith.

The official city printer for the last few years has been the firm of Martin B. Brown & Co. Besides the laxity and possible culpable neglect in the administration of The City Record, the investigating committee charges all sorts of irregularities in the printing, various methods of "padding" the type measure, the use of a large type where a smaller size was all that was required, and a needless duplication of reports, &c.

Various exhibits are submitted by the committee on which they took sample pages from The City Record and then "set up" the same as it could have been economically done. One of these was originally printed at a cost of $29.11, and the committee got it into compass, which would have cost only 20 cents.

Several mistakes in the measurement of type against the city were also discovered, totaling $13,596. This amount was remitted by the contractors soon after the investigation started.

How $410,000 Might Be Saved.

The way in which the $410,000 a year saving could be brought about is set forth in these words by the committee:

In the printing of The City Record and its supplements, it is a conservative statement to say that the amount that can be saved at once under a proper administration of the office is.....	$130,000
which is about 50 per cent. of the amount now expended.	
The saving in the cost of the quarterly and annual reports, even with a liberal allowance, can be easily 50 per cent., or a saving to the city every year of	100,000
This can be done without any loss in the matter of any records of value to the city. It is simply a case of cutting down exorbitant charges for printing and of omitting useless matter from annual reports.	
There is testimony from even a hostile printer that with proper competition for the yearly contracts, the price to the city would be 20 per cent. less on the printing, blanks, and stationery, and putting the cost of this at approximately $300,000, we find a saving of	120,000
For the blankbook printing and technical stationery, such as pens, pencils, mucilage, &c., there is a further expenditure of more than $400,000 a year. The very best that the city gets now is the ordinary retail price that any individual could have for a single article in a stationery store. But the city also pays improper prices for the various ledgers, &c., used in the city departments. There is no real competition. The excess payment is easily 20 per cent.—in some cases much more. But, making it only 20 per cent., the saving easily can be	40,000
We find this total to be.....	$410,000

which any competent administration of the office of The City Record can put immediately into practice.

The opening sentences of the report are very strong. It is declared that the committee "can show waste and larcenies, embracing at least 40 per cent. of the amount expended by the city for its printing."

Continued on Page 9.

GREAT BEAR SPRING WATER
55c. per case of 6 glass-stoppered bottles.—Adv.

AN EXHIBITION FLIGHT HERE.

Hamilton to Give One in New York for Those Who Could Not See Yesterday.

THE NEW YORK TIMES and The Philadelphia Public Ledger, wishing to give to the public an exhibition of the degree of perfection to which the new science of aviation has advanced, originally arranged with Mr. Hamilton for a flight from Van Cortlandt Park, New York, down the Hudson River and across New Jersey to Philadelphia and return, this route being chosen to afford a view of the flight to the largest number of people. Van Cortlandt Park having been found unsuitable for the start of so long a flight, Governors Island was substituted as the starting and finishing point, and Mr. Hamilton agreed to substitute for the flight down the Hudson River, an exhibition flight at Van Cortlandt Park or some other proper place designated by THE NEW YORK TIMES to be made as soon as possible after the conclusion of the Philadelphia journey. This exhibition flight will be duly announced.

The conditions of Mr. Hamilton's great undertaking, so successfully accomplished yesterday, were that he was to fly from Governors Island, New York, to Philadelphia and return in the same aeroplane within twenty-four hours; the start and the finish both to be made by daylight; the start to be made on Saturday, June 11, 1910, or on the first succeeding day when possible, up to and including Wednesday, June 15, 1910, thirty-six hours' notice of the intended time to be given. No conditions were made as to stops.

MESSENGER BOY SAVED HIM.

Timely Aid for Conville, Who Had Fallen in a Faint.

William T. Conville, real estate man, whose life was probably saved by the timely action of a Postal Telegraph messenger boy, was said at the Roosevelt Hospital yesterday to be on the road to recovery.

Mr. Conville was going downtown to business on Thursday when a sudden throbbing pain in his right side caused him to stagger out of the subway train at the Spring Street station and to sink fainting on a platform bench. He lacked strength to ask aid of people passing. They ignored him, thinking he was drunk. Finally a Postal Telegraph boy happened along.

"What's the matter, boss?" he inquired.

"Telephone my brother, John Conville, at 165 Broadway," Conville managed to whisper. The boy went up to the street and telephoned Conville's brother. Then he disappeared. John Conville dashed up to the Spring Street subway station in an automobile in record time. He had his brother on the operating table of the Roosevelt Hospital within an hour.

Conville's appendix was removed, and, after coming out of the anaesthetic, he recovered strength steadily. The Roosevelt Hospital doctors say, however, that if Conville had been allowed to remain on the subway station bench much longer the operation would have been too long delayed.

NEW PRISON SITE A BARGAIN.

But Speculators Ran It Up in a Few Months from $17,000 to $50,000.

Special to The New York Times.

WHITE PLAINS, N. Y., June 13.—It was declared to-day by real estate authorities that the site of the new State prison which will take the place of Sing Sing, is the cheapest property ever bought by the State for institutional purposes.

It consists of 500 acres at Wingdale, about five miles north of Pawling, on the New York & Harlem Railroad, and is known as the Wheeler Farm. It was sold several months ago for $17,000. Speculators afterward bought it in for $25,000 and sold it to the State for $50,000.

The tract is located on the Ten-Mile River, with plenty of water, a quarry and mountains on each side. New York State cannot take the watershed because it lies in the State of Connecticut. The State will erect a $500,000 prison on the site.

SUES UNDER REPEALED LAW.

The Government Wants $648.57 Inheritance Tax from John L. Wall.

Special to The New York Times.

STAMFORD, Conn., June 13.—Papers were served to-day in a suit brought by the United States Government against John L. Wall of Shippen Point to collect an inheritance tax amounting to $648.57 with interest at 5 per cent. The action is brought under a law that has been repealed since the cause of the suit arose.

Mr. Wall received a legacy of $57,651.11 by the will of his father, Jacob Wall, who died in Greenwich March 24, 1902. He was appointed executor by the will.

It is claimed in the papers that he neglected and refused to file a schedule of the personal property which comprised the legacy. The Collector of Internal Revenue thereupon prepared a schedule and assessed the tax at $648.57. Mr. Wall still refused to pay and the suit followed.

TEXAS GOVERNOR DEFIED.

Insurance Commissioner's Resignation Demanded After Clash Over Fire Rates

Special to The New York Times.

AUSTIN, Texas, June 13.—Gov. Campbell sent a curt note to W. E. Hawkins, Commissioner of Insurance and Banking, this evening, demanding his resignation. Mr. Hawkins sent an immediate reply refusing to resign. The Governor cannot remove him except by impeachment proceedings.

The cause of the strained relations between the two officials grew out of the action of the State Fire Rating Board in adopting a resolution suspending the increase in fire insurance rates until after a hearing to be held on June 21. Mr. Hawkins asserted that the board acted without warrant of law in suspending the rates. Gov. Campbell upheld the action of the board.

BARGE SINKS; THREE DEAD.

Majestic Springs Leak Off Barnegat—Crew Goes Down with Her.

NEW LONDON, June 13.—The loss of the coal barge Majestic, with its crew of three, while in tow of the barge Harold, has been reported to the Thames Towboat Company. The barge was lost off Barnegat on Saturday.

The Harold left Norfolk, Va., with the barges Majestic and Volunteer for Sound ports. The Majestic sprung a leak and sank.

All through rail tickets between New York and Albany accepted on Day Line steamers.—Adv.

WATER TANK WRECKS BUILDING; 30 DEAD

Scores More Injured When Tons of Metal Crash Through Montreal Herald Office.

WOMEN CRAWL TO SAFETY

Little Girl Steadied Them on the Coping—Flames Following Collapse of Tank Increase the Disaster.

Special to The New York Times.

MONTREAL, Canada, June 13.—With the collapse to-day of the supports of the sprinkler system tank on the roof of The Herald building, between thirty and forty persons lost their lives, and forty are now in the hospitals, most of them dangerously if not mortally injured. The great mass of metal and water, weighing thirty-five tons, crashed through the building from top to basement, completely wrecking it. Fire bursting out immediately thereafter added to the confusion and loss of life.

Under cover of darkness to-night eleven charred and crushed bodies were removed from the smoking pile of twisted iron and ashes. There are still twenty-six employes of the paper to be accounted for. Assuming that all were carried to the ground when the huge tank on top of the building toppled over, this makes a total of thirty-seven dead. Besides those injured taken to the city hospitals, many more were removed to their homes at once.

This is a list of the dead and missing as far as obtainable to-night:

Bodies Identified.

AMESSE, LEN, forewoman, bindery.
MORRISON, CAMPBELL.

Missing.

BARSMAN, CLEMENT, printer.
BEUDRY, Miss.
BUTLER, MAY, bindery.
CAMPBELL, BEATRICE, bindery.
CONSITT, FRANK.
CUNNINGHAM, JOHN.
HARRIS, R., printer.
HART, OLICE, bindery.
JANSEN, FRANK.
JOHNS, ISAAC.
LIPPE, GUSTAVE[illegible]er.
LITTLEJOHN, R[illegible]inter.
MARSCH, —, boy.
MILLER, DUNCAN[illegible]sident Typographical Union 176.
MERRIAM, Miss —[illegible]ry.
MURPHY, WILLIAM[illegible]r.
MURRAY, MARY A[illegible]ry.
PHILLIPS, ISABEL[illegible]ry.
PITCHER, Miss FL[illegible]
QUINTAL, P., printe[illegible]
ROBINSON, Miss, th[illegible]n office.
SAUCIER, EDWARD[illegible]
STEPHENSON, ROS[illegible]
THEREIN, ALPHON[illegible]
WADE, JOHN, printe[illegible]
WARD, DOROTHY.
WHITE, JENNIE.

At 8:30 this mo[illegible]employes had punched the clock[illegible]his evening 112 answered to the[illegible]n J. S. Brierley, proprietor a[illegible]f the paper, with tears [illegible]n his face, appeared before them[illegible] hastily improvised quarters to inform them that the paper, in greatly reduced form, would be on the street us usual.

When the first hook and ladder company reached the scene the firemen found the windows of the upper floors crowded with people and the crowd on the sidewalk urging them not to jump. No one did jump. Ladders were quickly placed in position and those in danger brought to the ground.

One ladder was hoisted, reaching to the fourth floor, on which the bindery was located. It came between two windows. From one of these a little girl crept along the coping until she could reach the ladder. Grasping a rung with one hand and placing a foot on another, she lent a helping hand to eight or ten girls twice her size. When all the girls had reached the ladder and had been brought down in safety she came down alone. By this time the fire had started and smoke was pouring from the front windows. The little girl fainted when she reached the bottom of the ladder.

Last Rites to Trapped Man.

A dozen injured people were brought from the ruins by the firemen, many of them with broken limbs. Of these rescues that of Fred Vidal, a stereotyper, was the most daring. Half an hour after the firemen reached the building Vidal was heard groaning and was located under a girder from which he could not be dislodged. Despite the fact that the flames were creeping perilously near, three firemen began to cut it away and stuck to their task. In the crowd outside was Father Martin. When he heard of the fight against death he went into the building and administered the last rites of the Church to the semi-conscious man. Finally, however, the beam was cut through and Vidal was released, not a moment too soon. Both his legs and some of his ribs were broken.

Every member of the editorial staff escaped unharmed, their quarters being in the front of the building. John C. Walsh, the editor of the paper, and the members of his staff were rescued from the windows by the firemen. Fred Maloney, a linotype operator, had a machine located at a point farthest from the Victoria Square windows. He arose from his chair in alarm, and as he did so the machine on which he had been working disappeared through the floor. The edge of the break came just in front of his chair.

James Coady, a pressman, who worked on the second floor, fell through the crevice. He thinks the press fell with him. He landed on the next floor, and found himself next to the glass partition separating the main job pressroom from the business office. Through this he broke his way and escaped by the front door.

The fire started in the stereotyping department. Later it broke out in the front of the building, presumably from the ignition of the gas supply of the linotype machines which went through the floors.

The tank of the sprinkler system which fell was located above the centre of the building and a little to the rear. The building had a frontage of about 60 feet and was an old structure, remodeled for the purposes of the newspaper and its job department. Originally two stores, a heavy stone wall ran through the centre from front to rear. From this dividing wall to the side wall steel girders had been planted, and upon these the tank rested. As the tank was found on the other side of the wall from that on which it was placed, the supposition is that this centre wall gave way.

Building Inspector Chausse stated that he had examined the building when some changes were made a year ago, and found everything all right. The architects also certified that it was safe. The building was valued at $150,000 and was owned by the Herald Company. While the valuation of the plant is placed at $300,000, about half the linotype battery remained in position, and it is believed that the two newspaper presses, located in the basement near the Victoria Square frontage, were not seriously damaged.

The remainder of the plant is hopelessly wrecked. The insurance on the building and plant totaled $177,000. It is estimated that the insurance liability will reach about 60 per cent. of this amount.

The Herald appeared this evening as an eight-page paper, arrangements having been made with The Gazette to continue its publication until new quarters can be secured. This is the sixth time in the last thirty-two years in which The Herald has been burned out.

In order not to miss the many notable features in next Sunday's Times it is important to place orders with newsdealers to-day.

FLOOD DROWNS 150 IN RHENISH PRUSSIA

Cloudburst Causes the Ahr to Overflow, Carrying Death and Destruction.

TWO BARRACKS SWEPT AWAY

Laborers in Them Drowned—Railway Destroyed and Several Villages Devastated.

COLOGNE, June 13.—Great loss of life has occurred in the Ahr Valley of the Eifel region, in Rhenish Prussia, as the result of a flood following a cloudburst which swept the district last night.

Late estimates place the total number of dead at 150.

News of the catastrophe reached this city to-day. Numerous storms in the region had made the stream unusually high, and as a result of an unusually heavy downpour on Sunday night the River Ahr suddenly overflowed, the water carrying death and destruction in its path.

The greatest loss of life occurred when two barracks, containing Italian and Croatian laborers employed on the railway, were swept away.

The inmates were surprised in their sleep and generally were unable to help themselves. Thirty-seven bodies have been recovered.

The flood caused enormous damage, completely destroying the railway and devastating several villages.

Lightning struck one village, destroying ten houses and seriously injuring four persons.

The flood subsided to-day as suddenly as it came, and the danger is now past. Many peasants, however, have lost everything and are dependent on charity.

MIGHT BE FINED $8,000,000.

Criminal Proceedings Against Steel Company and Two Railroads.

PHILADELPHIA, June 13.—The Reading Railway Company, the Lehigh Valley Railroad Company, and the Bethlehem Steel Company were put on trial in the United States District Court to-day in criminal proceedings brought by the Government for alleged violations of the Elkins law in canceling demurrage charges and failing to observe strictly tariffs in connection with transportation in inter-State commerce.

If convicted on all counts the three defendants might be sentenced to maximum fines as follows: Bethlehem Steel, $3,000,000; Lehigh Valley, $3,300,000, and Reading, $1,740,000. The penalty upon conviction is a fine of not less than $2,000 nor more than $20,000 on each count. There are 150 counts in the bill against the steel company, 155 against the Lehigh Valley and 87 against the Reading.

GOV. HARMON AS COUNSEL.

Lays Aside Official Duties to Plead in Court for C. & O. Railroad.

Special to The New York Times.

CINCINNATI, June 13.—Gov. Judson Harmon temporarily laid aside his official duties as Chief Executive of the State of Ohio to-day to appear in the United States Court of Appeals as the chief counsel for the Chesapeake & Ohio Railroad in the suit for $3,500,000 for alleged breach of contract of the Thomas McKell estate. The Governor made the principal argument in an effort to prevent the McKell estate from obtaining a new trial, the court below having decided for the railroad.

Gov. Harmon claimed that there was no contract between McKell and the railroad as to the amount of coal the railroad should be furnished from the great tract of coal land owned by McKell in West Virginia, into which a spur line from the railroad was built. Attorney Murray Seasongood for the McKell estate claims that the railroad had contracted to take coal furnished by McKell up to 1,200,000 tons a year.

Gov. Harmon called such a contract "extraordinary and incredible." Judgment was deferred.

SHOOTS SISTER BY ACCIDENT.

Mrs. Beckman Pulls Trigger, Not Knowing Pistol Was Loaded.

UTICA, June 13.—Mrs. Ward Beckman of Hiawatha Lodge, Tupper Lake, shot her sister, Miss Ethel Wood, accidentally last night.

Mrs. Beckman and her husband had been practicing revolver firing, and in the evening she was showing her sister how to handle a gun. Not knowing that her husband had reloaded it, she playfully pointed it at Miss Wood and pulled the trigger. A .32-calibre bullet struck Miss Wood over the right eye, and, tearing the scalp open along the right side, took off a piece of her ear.

Physicians say she may recover.

BEARS ATTACK HUNTERS.

Men Were Dining and Escaped to the Woods, but Finally Shot Animals.

SARANAC LAKE, N. Y., June 13.—While Clarke Hayes, Homer Hayes and Byron Reed were eating their dinner yesterday on the side of Moose Mountain, four miles from here, three black bears broke through the bushes and came straight at them. The men are all experienced bear hunters, but this was a new experience, and they took to the tall timbers.

Clarke Hayes only thought of his gun, and, though he shot the largest bear in the head, the animal continued to make for him and he had to fire three shots before it fell. The other hunters regained their weapons and with four shots bagged the other two.

For Dyspepsia take Horsford's Acid Phosphate. Relieves the continued sense of hunger, sick headache, nausea and sour stomach.—Adv.

HAMILTON FLIES FOR THE TIMES TO PHILADELPHIA AND BACK IN A DAY

First Round Trip Between Large Cities and First Flight on a Prepared Schedule.

BREAKS PROPELLERS, GOES ON

First Accident Delays His Start, Second Checks Him in a Swamp Near South Amboy.

49.14 MILES AN HOUR AVERAGE

With Cross Winds He Makes 46.92 Going, but Returning His Pace Rises to 51.36.

A TRIUMPH IN PHILADELPHIA

Greeted by Governor, Mayor, and Throng of 100,000 and Delivers Governor's Letter.

TIMES TRAIN FOLLOWS HIM

Paces Aeroplane to Philadelphia and Runs 75 Miles an Hour to Catch It on the Return.

CHARLES K. HAMILTON

SCHEDULE OF THE FLIGHT
To Philadelphia.

	Distance.	Time.
Left Governors Island		7:36 A.M.
*South Elizabeth.....	16.2	7:50 A.M.
Rahway	21.4	7:59 A.M.
Metuchen	27.8	8:00 A.M.
New Brunswick.....	33.3	8:15 A.M.
Monmouth Junction..	43.0	8:29 A.M.
Princeton Junction...	49.0	8:36 A.M.
Trenton	58.8	8:49 A.M.
Bristol	68.8	9:02 A.M.
Holmesburg Junction.	79.0	9:15 A.M.
Landed at Philadelphia	86.0	9:26 A.M.
Return Flight.		
Left Philadelphia.....		11:33 A.M.
Bristol	18.0	12:00 M.
Trenton	27.2	12:09 P.M.
Princeton Junction..	37.0	12:17 P.M.
Monmouth Junction.	43.0	12:24 P.M.
New Brunswick.....	52.7	12:33 P.M.
Metuchen	58.2	12:43 P.M.
Menlo Park.....	60.1	12:45 P.M.
Landed, South Amboy (after a detour)...	68.0	12:54 P.M.
Reascended, South Amboy	68.0	6:17 P.M
Arrived at Governors Island	89.0	6:40 P.M.

Time to Philadelphia, 1 hour 50 min.
Philadelphia to South Amboy, 1h. 21m.
South Amboy to Governors Isl., 23m.
Total Distance, Philadelphia and Return, 175 miles.
Total Time in Air, 3 hours 34 minutes.
Average Speed Per Hour to Philadelphia, 46.92 miles.
Average Hourly Speed from Philadelphia, 51.36 miles.
*Distance by land and water.

Charles K. Hamilton successfully accomplished yesterday the flight from New York to Philadelphia and back, arranged by THE NEW YORK TIMES and The Philadelphia Public Ledger. Undeterred by two accidents, one of which threatened to be most serious, or by engine troubles or contrary winds that at times tossed him in perilous fashion, he winged his way from Governors Island in the morning to the Quaker City and returned to the island in the evening, setting new marks in the conquest of the air.

morning allowed him 1 hour 50 minutes for the trip. He did not vary from it even by so much as a few seconds.

The flight is also the longest cross-country flight ever made in the United States, and is surpassed by only two in the world, Paulhan's flight from London to Manchester beating it by eleven miles, and a recent flight by Henri Farman in France being just two miles longer.

In the flight to Philadelphia Hamilton averaged 46.92 miles an hour for the 86 miles separating Governors Island and his alighting place. On the return journey, despite the fact that one cylinder of his aeroplane was usually skipping, and at times two were missing explosions, Hamilton averaged 51.36 miles, in a machine that, as it flew, was 74 pounds heavier than Curtiss's Albany-New York flier.

In the first hour of his southbound flight he covered exactly 49 miles. In the first hour of his return journey he flew 52.1 miles. Considered in the light of defective spark plugs and the heaviest machine in proportion to the area of its lifting surfaces on record, his feat is the more remarkable.

Two Mishaps to Propellers.

The two mishaps which slightly marred the smoothness of his wonderful flight occurred, oddly enough, one at the very outset of his journey and the other just as he was about to complete the second leg of his flight.

At Governors Island in the early morning his propeller was fouled by a heavy engineering stake, and the slender spruce screw was shattered, so that another propeller had to be installed. The second accident was to the substitute propeller when, having to descend at South Amboy, N. J., to remedy spark plug troubles, snags in the marsh in which he had landed almost tore the half a million persons saw his departure from and return to New York. Not fewer than 100,000 persons were gathered at the North Philadelphia landing place. To attempt to compute exactly the number of those who saw him pass in both directions would be to essay the impossible. A conservative estimate would put the number of those who saw Hamilton's biplane in full flight yesterday at more than a million.

Followed by The Times's Special.

Hamilton was followed from South Elizabeth to Philadelphia on the outbound journey by a special train chartered by THE NEW YORK TIMES. Returning, the train, which had become entangled in the North Philadelphia yards, got away ten minutes after the aeroplane. There was a chase in which the train at times ran at the rate of a mile in forty-eight and fifty seconds. For thirty-nine miles, or two miles beyond Princeton Junction, the chase was conducted. Then to Menlo Park the airship and train ran on together. At that place, having lost his bearings in the air, Hamilton made a cut to the right, which he had not planned to undertake until he had reached Elizabeth, twelve miles further on. His adventure at South Amboy and return to Governors Island followed.

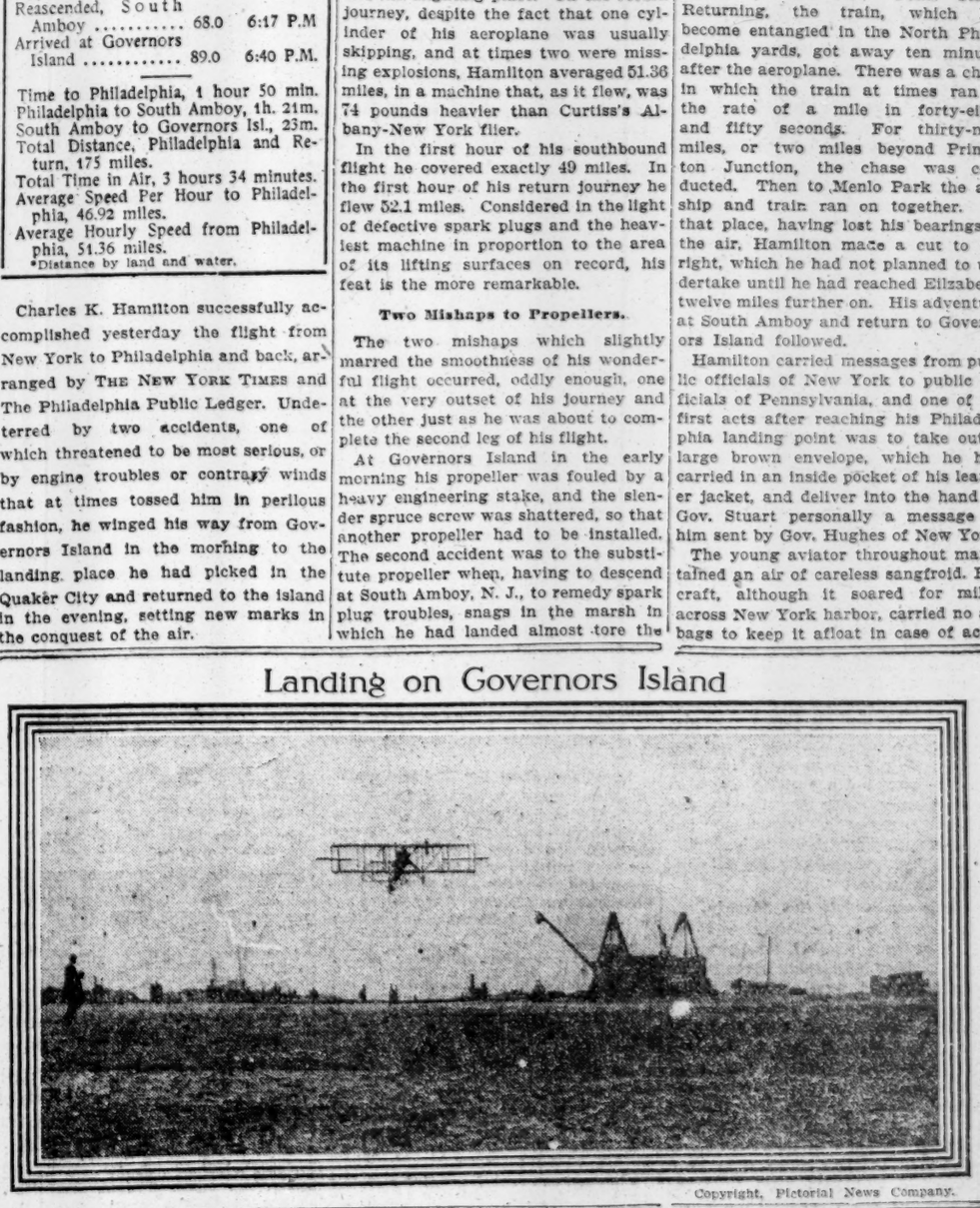
Hamilton carried messages from public officials of New York to public officials of Pennsylvania, and one of his first acts after reaching his Philadelphia landing point was to take out a large brown envelope, which he had carried in an inside pocket of his leather jacket, and deliver into the hand of Gov. Stuart personally a message to him sent by Gov. Hughes of New York.

The young aviator throughout maintained an air of careless sangfroid. His craft, although it soared for miles across New York harbor, carried no air bags to keep it afloat in case of accident. Its driver carried, so far as life belts went, only a pair of bicycle inner tubes, slightly inflated. He wore a cavalryman's leather leggins, an ordinary pair of trousers, and a leather coat. He was puffing a cigarette when he took the air at Governors Island and was lighting another when the first of the congratulating host rushed to surround him at Philadelphia.

Wind Gives Him Trouble.

The day for the trip was not ideal. An overcast sky gave constant threats of rain, while the flags flapped out from

Landing on Governors Island



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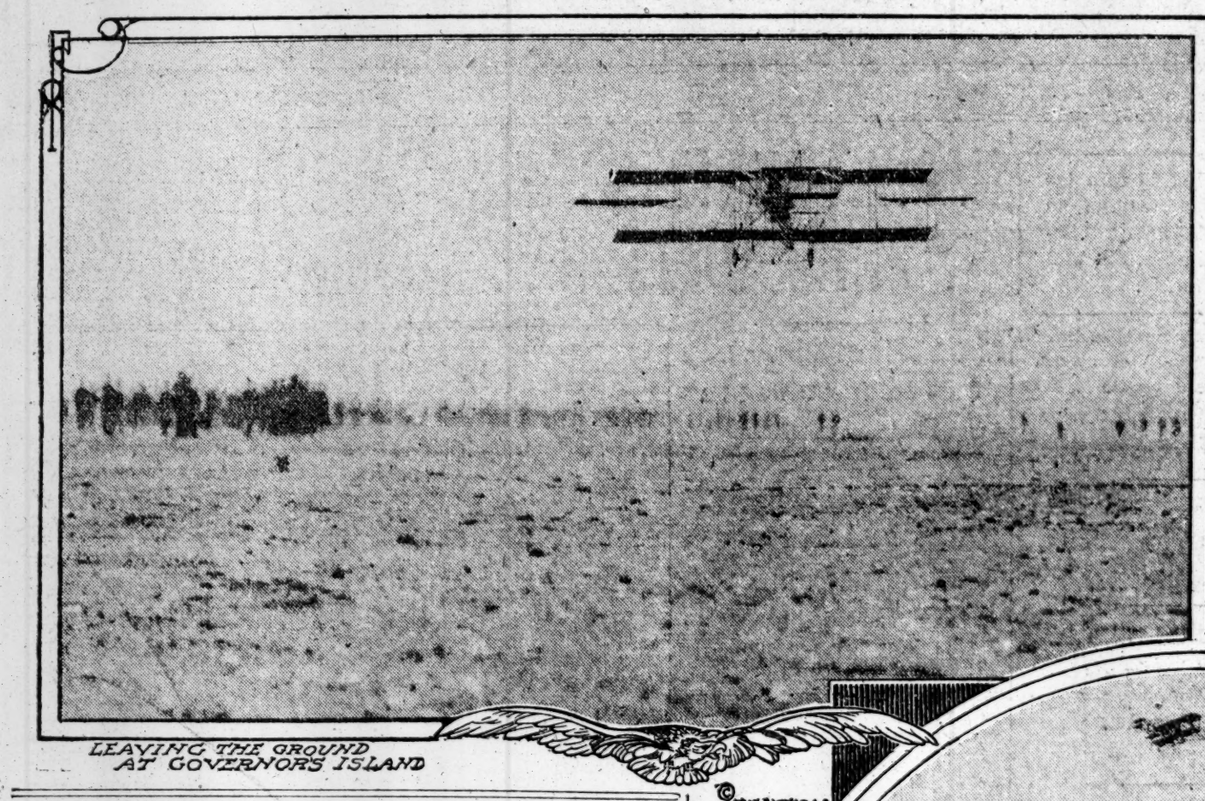
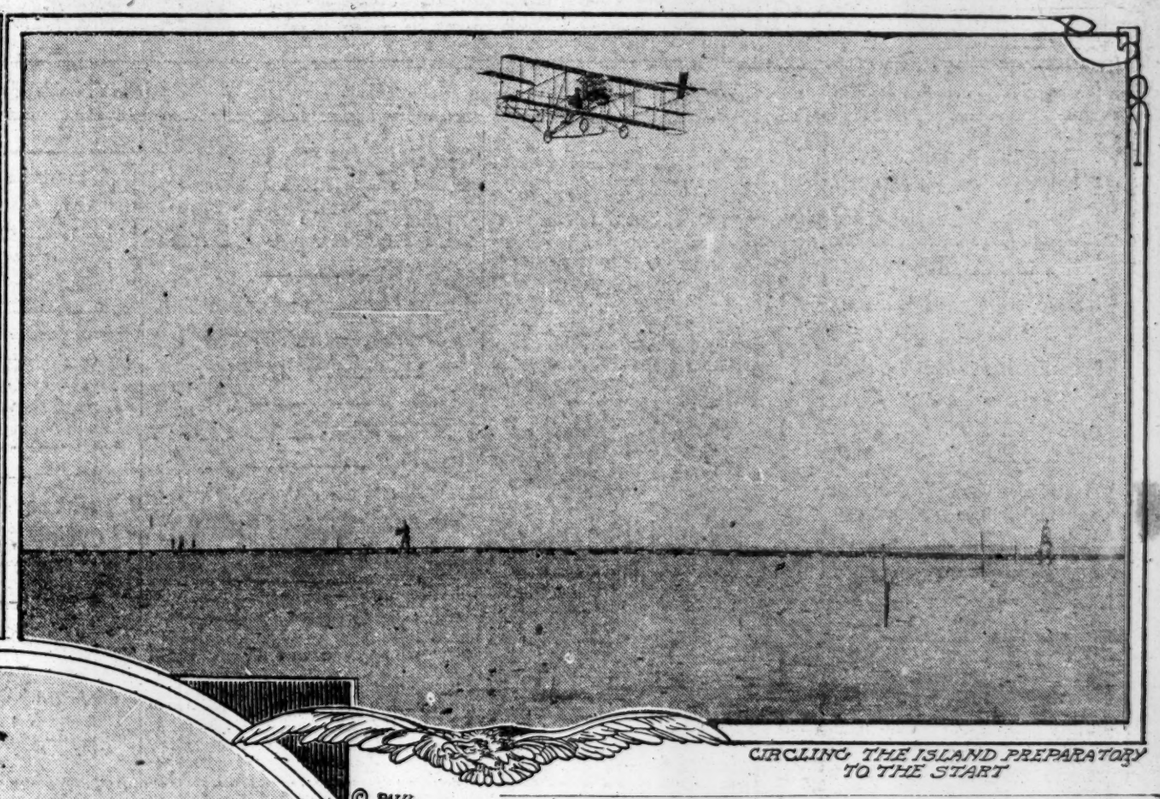
In his aerial journey Hamilton established two new world's records and one American record. His was the first flight in the history of aviation ever made in a heavier-than-air machine in which the aviator has flown across country between two large centres of population in both directions in one day.

The second world's record, the most remarkable ever achieved, is that Hamilton flew a distance of 86 miles exactly on schedule time. His time table published in THE TIMES yesterday

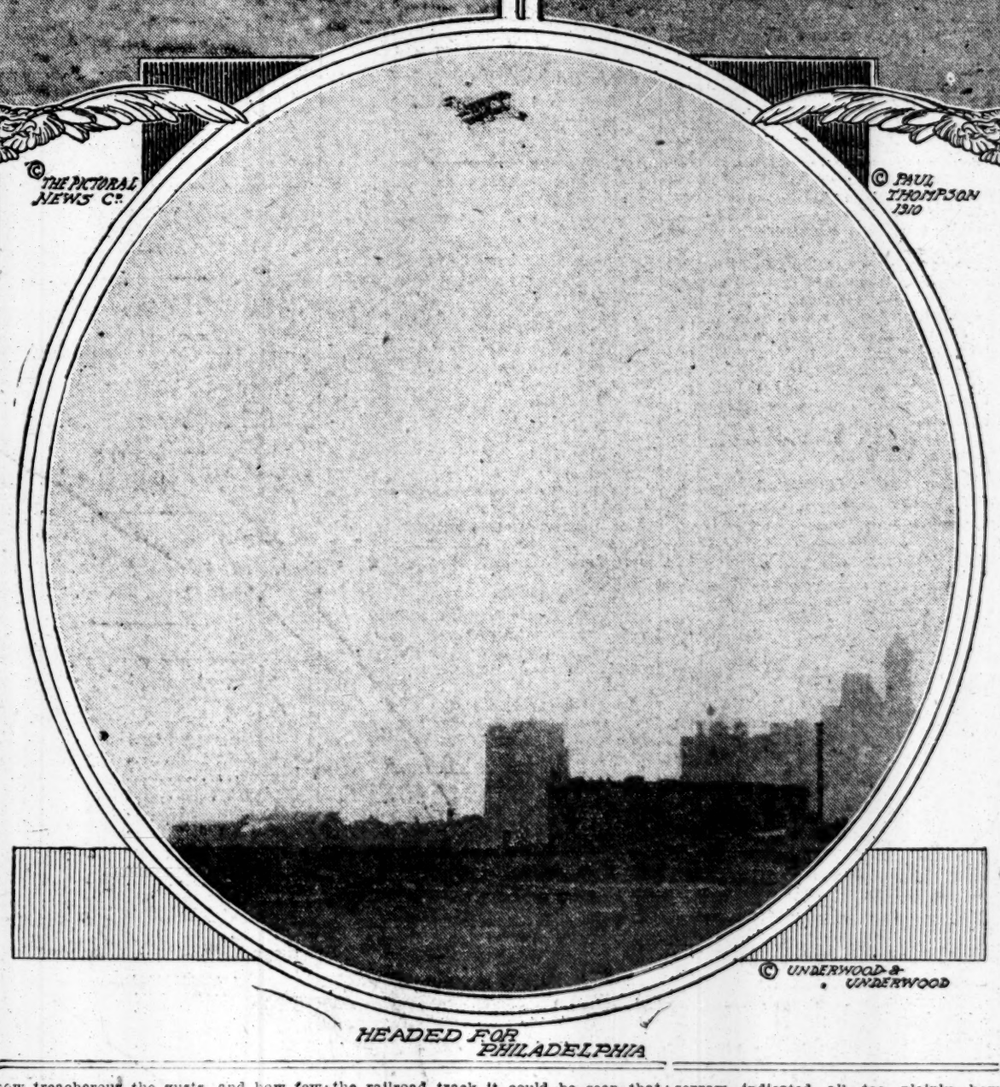
Hamilton Rising From Governors Island and Making His Start for Philadelphia



LEAVING THE GROUND AT GOVERNORS ISLAND



CIRCLING THE ISLAND PREPARATORY TO THE START



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HEADED FOR PHILADELPHIA

the staffs at the starting point and all along the line; when steam whistles were opened wide, they shrieked their exultation to an accompaniment of spurting steam which veered sharply to the eastward. The wind made itself noticeable on the aeroplane chiefly in throwing it into a gently billowing motion for about a third of the outgoing run by giving it, just past Trenton, a few decided jerks and one rather long down shoot, and by rocking it somewhat violently at one time on the return.

A height of between 500 and 600 feet was maintained for most of the flight. Its most critical point was at Trenton, where Hamilton went driving on at the terrific pace he had maintained from the start, directly above the roofs where a waiting multitude stood to cheer him, over the railroad station, and on out past a maze of telegraph wires and factories to the open country.

This daring policy had been unexpected by his mother, who had warned him against it, and his wife, who understood he was either to pass around the city or was to rise to such a height that he could make a long sweep to a safe landing in case of accident. Yet when these watchers saw him actually cutting straight above the city they whipped out their handkerchiefs and cheered.

Mother Climbs On to Tender.

Mrs. Beaudette, his aged mother, who was a guest of honor on THE TIMES's train, showed always the same brave spirit that characterized her son. She smiled always, once through tears. In an exciting portion of the journey she and Mrs. Hamilton climbed out through a baggage car door to the top of the engine's coal supply. They were cheering Hamilton and waving a handkerchief when those in charge of the train climbed up after them and insisted that they should seek a safer place.

Hamilton, just as they were being warned of the danger, dipped until the whirr of his propeller blade could be distinctly heard, and then waved back. Spectators could make out the grin on his face as he looked down upon the situation underneath.

Of the train party Mrs. Beaudette was the first, on the outbound journey, to catch sight of her son to the left of the special train as he swept in toward it from the Kill von Kull, and the first to pick him out again on the return journey when the flying special train was drawing up on him. When the mishap had brought him to the earth near South Amboy the first definite news of what had happened arrived in the form of a telegram for the mother telling her he was all right and had stopped just because a spark plug had happened to go wrong.

The air craft, although largely made over, was the one in which Curtiss first won a place among the leading aviators by capturing the Gordon Bennett Cup for speed at Rheims. The propeller was from the Hudson flier in which Curtiss came down from Albany two weeks ago. It was not the one Hamilton had planned to use; his own had broken just as he was about to take the air from Governors Island in the morning. Instead of stopping the flight, the accident only delayed him until mechanicians could slip his broken propeller off and the other one on. After the Hudson flier blade in turn had been broken near South Amboy Hamilton was outfitted with the broken and spliced propeller he had abandoned after his flights at Mineola, and with this he finished the last lap in from Amboy Junction.

Throng Watch the Airship.

As a spectacle the event was one which brought seas of handkerchiefs above hosts of heads, setting the inhabitants all along the Pennsylvania tracks from New York to Philadelphia to bending backward and looking up. Hawks and pigeons fled the air, and flocks of chickens scurried for the closest cover. One New Jersey cow jumped off her feet as she saw the strange thing coming and flattened herself on the ground as would a deer in underbrush. Others stood rigid as it approached and then went bellowing off over the fields. Several blackbirds flying ahead of the aeroplane and in the same direction were overhauled, and shot to the ground. A few dogs who looked upward wagged their tails and didn't seem to mind, but family horses that were lined up at every crossroad gave their drivers some difficult moments in keeping them under control.

The landing at Philadelphia was made in a field completely surrounded by thousands of people, men, women, and children, and a thousand policemen on foot, reinforced by 150 mounted men, well trained for their concerted action in keeping crowds in check by their recent riot duty through two street car strikes.

Seen From The Times Train.

Seeing the flight from THE TIMES train was an experience of constant exhilarating tension, never relaxed, and punctuated at times by an extra tugging at the nerve centres as some particularly brilliant feat was accomplished by the man aloft. In a football game the moments of maximum thrill are relieved by the waits between downs, and in a baseball game the thrills come intermittently. But the spectacle of Hamilton, winged and free, yet always in peril, gave no moment for relaxation.

The train had been made ready by the Pennsylvania Railroad for the proposed flight of Saturday, and had been waiting in the yards since. It was equipped with a special telephone, so that connection could be had with THE TIMES office or Governors Island at any moment. When the party that was to take part in the race with Hamilton went to the Pennsylvania Station in Jersey City at 6:30 o'clock in the morning they found the train waiting on Track 1. The telephone was quickly connected with Governors Island and the party was soon in touch with the aviator and learned the exact state of his preparations.

In the party besides members of THE TIMES staff and photographers were these guests, mostly friends of Mr. Hamilton and members of his family: Mrs. Hamilton, Mr. and Mrs. N. M. Beaudette, Mrs. K. L. Preston, Thomas O'Connor, Mr. and Mrs. Frank H. Johnson, John Walker, Mr. and Mrs. Albert C. Doty, Charles Nyquist, Israel Ludlow, Charles Dienstbach, A. F. Zahm, Secretary of the Washington Aero Club; C. W. Wurcester, and J. M. Clark.

The train, consisting of a baggage car, a day coach, and an observation car, carried the words "TIMES Special Train" across its side, while a wide, white band painted along the top of the front car was meant to be the pilot sign for Hamilton to keep him from following other trains.

A Start, Then a Wait.

At 6:45 o'clock a bulletin was received from Governors Island that Glenn H. Curtiss had arrived to see his friend take wing and was assisting in the final overhauling of Hamilton's craft. At 7 o'clock the telephone buzzed the news that Hamilton was off, and the train was feeling its way out of the yards when another message was received that the airship had broken down. There was an immediate rush to the telephone, from which T. L. Young, Hamilton's personal representative, was receiving detailed information. It was to the effect that Hamilton, while speeding out over the made land preparatory to shooting upward, had caught his propellor upon a stake and had broken a blade. It would be repaired, the message ran, in a few minutes, and the aviator would be away.

The train party settled down for a wait—they thought of two hours or more—but a few minutes later another bulletin was flashed that Curtiss had supplied the Hudson Flyer's propeller. Then came the word, just after 7:30, that Hamilton was up in the air, circling the island, to make sure that all was well before he headed his aeroplane off toward Philadelphia.

At that the train started again and soon was speeding off toward Elizabethport. Hamilton had an allowance of 18 minutes to reach that point from the maker of a flying schedule, which, it afterward appeared, fixed his alighting time to the minute in which it actually occurred.

The smoke was whirling off sharply from the factories of Marion as the first of the outlying groups of people came into view. They had not seen Hamilton, but they were waving flags at the crossroads and had thronged the roofs of the railroad shops. From a roundhouse heads by the dozen projected from every window. Aloft the skies were as murky as on a day when the hunting of ducks is at its best. Doubters began to voice their fears that Hamilton would ever appear in view.

Hamilton Seen by His Mother.

Suddenly the shrill treble of Hamilton's mother, who was seated at a window in the observation car, was heard: "There's my boy! We've got him! We've found him now, and he's with us!" Other women ran to the window out of which Mrs. Beaudette was looking. They found her clapping her hands together and smiling through tears. Over the marshland, above waving vistas of swamp grass, loomed the dark-brown figure of the winged man. He was swerving in from the Kill von Kull toward the tracks and was a little ahead of the train, apparently not more than 300 feet in the air.

Railway flashed by, a vision of people looking upward and an echo of cheering, and Hamilton was flying directly overhead, making an air lane over Track 1, while the train sped along at his side and below on Track 2. He flew so close to the engine that the smoke rose in a cloud between the watchers at the windows of the train and the aeroplane, and the chugging of his motor could be heard intoned with the puffing of the locomotive.

A signal was sent forward for greater speed, for it was the desire of the observers to lead rather than follow the aviator. A TIMES correspondent on the coal pile just behind the engineer shouted to ask the engineer what speed they were going, and he held up four fingers of one hand while with the other he pulled the throttle a little harder.

Hamilton was being left behind. His mother went to the rear platform with the others and waved to him. He waved back three times as she counted the interchange of greetings.

Oases of Safety for Aviator.

The marshlands had now given place to lawned forests, in which stretches of green at convenient intervals allowed easy and frequent alighting places. One felt glad for that, knowing how untested and uncharted yet are the air routes and how treacherous the gusts, and how few the fliers who have really known just what the problem is of staying long aloft.

On a steepled mansion of the old colonial type stood two aged darkies, the mammy hugging tightly to the man, and both peering upward as if fixed in their positions.

The sun began to break through the clouds at a point or two, and one began to hope for clearing weather.

"New Brunswick" read a sign on a station that was passed at fifty miles an hour. Every building seemed to be a factory, and from every factory seemed to screech a whistle, while from roofs and windows the throngs were peering. A cross road glimpse caught string upon string of automobiles lined up with their occupants standing up in them and throwing their hats into the air. Hamilton had been aloft for forty minutes, and he had done thirty-four miles. It was not quite so well as the Curtiss flight from Albany, but a cross wind was blowing steadily and his regular billowing showed what an effort it took to fight it.

The fields began to glisten white with daisies and some of them were all a-flutter with children that told of some public school deserted to see the miracle of ailerons and spreading planes and a man that was passing over.

The race now was taking on its prettiest form. Hamilton was speeding up, swinging freely from left to right of the train and gaining on it whenever he seemed inclined. Meeting the challenge the engineer was keeping his throttle open and the fireman was shoveling coal ceaselessly.

Mother and Wife Climb on Tender.

All at once THE TIMES correspondent, who had felt himself secure in his isolation upon the fireman's supply of coal, saw a head come up over the tender. It was a woman's head, and in another instant Hamilton's mother was on top of the tender, standing straight up and waving her handkerchief. She was quickly urged to sit down for safety, and she did so, holding a thin hand, with a large gold wedding ring on the third ringer, firmly over the gray hair on the back of her head, while with her right hand she continued to wave her handkerchief.

Mrs. Hamilton, the aviator's wife, joined her a moment later, and then the conductor arrived to tell his outraged feelings and speak up for the dignity of the rules. He shepherded all of the party to the inside of the baggage car and then fixed the front exit with a lock.

Between the little groves of trees birds were skimming high and low above the meadows. One wondered if any would race the man-bird, flown suddenly into their midst. They didn't. Small larks—or perhaps they were blackbirds—were soon overhauled wherever one loomed for an instant in the aviator's path. Once they caught sight of the strange craft overhead they turned tail and struck for the ground. Over a large white barn to the right of the track a number of pigeons were circling. They were well up to the height of the aeroplane, but as it drew near every one of them, apparently seized by the same fear at the same moment, dropped from the air as if shot and left their competitor an unchallenged right of way.

A sparrow hawk was seen flying with a sparrow or a field mouse in his claws directly opposite to the direction of the aeroplane and on an upward angle. A moment later, as a better view was had ahead, the gentle upward slant turned to a right angle corner, and the hawk sought cover on the ground, its quarry falling even more rapidly than it.

The stations passed rapidly now—Deans, Monmouth, Princeton Junction. One recalled the wish of the Princeton students that the aeroplane might make a visit, and a glance along the branch railroad was taken to see if any students were giving the college yell as had the West Pointers when the Curtiss air craft traveled over them.

The only living creature in sight was a feeding cow. As the aeroplane was somewhat in the rear soaring along at its same steady speed and off to the right directly over the cow and her pasture, a good view could be had of the impending panic. Bossy raised her head from her feeding as a shadow in the grass attracted her attention. Then her tail stood out and her head went up high, while even from the distance of the railroad track it could be seen that her muscles were rigidly set. One expected her to bellow and run, but she did not move from the first rigid setting.

"He's just been out an hour," said some one who was holding a watch, "and he's done the forty-nine miles to Princeton Junction at a mighty rapid clip. Too bad there's a wind."

Daring the Perils of Trenton.

Small suburban stations warned all the watchers that Trenton was approaching. What would Hamilton do there? His mother said he had promised he would keep above the meadowland. His manager said he had been warned to avoid the long stretch of buildings where an accident would leave him no chance. A speeding train, south bound, showed him almost overhead, while out of the windows fluttered many handkerchiefs.

"He's beginning to veer away to pass the town," cried a watcher on the rear platform. Sure enough the machine was turning out to the right and leaving the zone of danger. Then suddenly it swung back into the lane again directly above the four-track system.

"Well, he'll rise to take it," said his manager. "If he goes high enough he can glide to a pasture if his motor breaks, for he can glide three times as far as the perpendicular distance from his aeroplane to the earth, and a stiff climb will make him safe."

But the promised ascension was not being made. Hamilton was flying right down behind the special train, and no higher than in his normal course. Automobiles banked along the roadways, women with children in their arms, factory hands on house tops, and railroad men looking up from their tasks along the tracks all bespoke the approaching centre of the town.

A switch engine in the Trenton yards loosed its whistle, which was a signal to the other whistles of the town and to the screaming medley Hamilton and the special passed through the station, Hamilton in an air lane not 400 feet above its roof.

It was still a long distance to the outskirts, and the watchers anxiously kept their eyes fixed on the man above and the panorama of roofs and streets and the electric wires and the trolley cars moving on the ground.

It was over at last, and with the city passed the most anxious period of the journey.

Another Train Catches Up.

The little town of Morrisville was just ahead when a train came along from behind on Track 1, running so close to the special that passengers exchanged news of the flight, and one man in the visiting express passed a silk flag and a newspaper over to a man on the special. Hamilton took up his position above Track 3, while a number of workingmen were relaying ballast on Track 4. Thus the entire Pennsylvania Railroad system was in use, and on the three active tracks high speed was being made.

Anxiety over possible accidents now began to give place to the certainty of a successful flight. Hamilton had done sixty miles out of eighty-six, and the going for the rest of the way was largely over grassy pastures. He had, it was figured, only thirty-five minutes more to fly, and it was now 8:50. Talk of the expected gas and oil supply at the landing place succeeded the mention of fears for what might have happened over Trenton.

Then came a fresh anxiety. Hamilton flew close enough for his motor's chugging to be heard, and those trained to catch its intonation said at once that a cylinder was missing and he was getting only seven-eighths of his total power. It worried the mechanician, who was aboard, more than all the others, and he began to upbraid himself for not having fixed the thing so it simply couldn't make trouble at the most important moment of the flight. A blue haze began to fan itself out from the aeroplane, as was the case with Curtiss when he was fighting the winds of Storm King. To the mere observer unskilled in the ways of an aviator's engine, both circumstances meant but little, but the mechanician's sorrow indicated all too plainly how keenly they affected him.

Going a Mile a Minute.

At 9 o'clock, with Bristol station coming into view, the aeroplane and the train were doing their best at very little under a mile a minute. While the aeroplane was billowing there was no indication that Hamilton was shifting his ailerons to keep on level keel. They stood level, as they had almost throughout the run, as if fixed between the planes, instead of being hinged there ready to do battle with the wind from whatever quarter it might appear.

A neighbor of Hamilton's, who is president of an aero club in his home town, which is planning to give him a rousing demonstration to show how proud it feels about its native son, was among the guests aboard. He was holding his watch and counting the clicking of the rails to time the miles. "Fifty-eight seconds," he said; "fifty-five—more than a mile a minute, and it shows the wind must have eased up."

"Bridesburg," read a little station sign, and a time table showed there were only four miles to go.

The isolated family cows of the earlier distances gave place now to a herd, and the herd showed what it could do in the way of a real old-time stampede as the aeroplane passed over. The last glimpse caught of them they were disappearing in some trees, bellowing as they ran. One cow, however, remained behind, falling flat on the ground exactly where she first looked up to see the aeroplane.

Watches indicated that the chosen landing place was very near, and Hamilton added certainty to the thought by turning off to the right and dipping down to within a hundred feet of the meadow. Suddenly the field itself was visible, a great cleared space, surrounded by people and patrolled by a large command of mounted police.

Surely Hamilton would be favored in his landing place, for it was seen that the crowd was allowing him the fullest leeway. The brakes began to creak, and soon the train was going slow enough for the mechanician to drop off. Several others followed. But Hamilton was not alighting. Instead, he was joyriding in circles above the heads of the crowd that had come out to witness his arrival. He dipped once toward the earth. It was a movement those who knew him were waiting for, but he suddenly reconsidered and shot up again to cut another dozen fancy curves where all could see.

Stunts for the Philadelphians.

Five times around the field he went, and then a dip deeper than the other carried him very near the ground. It was sloping upward where he lit, as gently as a nesting bird. Then he went skimming along over the ground as the little wheels took up their task and carried him toward a starting place he had selected.

"I wanted to show the folks that had been good enough to come out a bit of a flight," he said when a TIMES correspondent had reached him from the train, "and I simply couldn't drop her to the ground right off."

The crowd was surging closely around by this time, but more closely still swarmed the mounted police, their trained horses slipping through the crowds, and in a moment forming a cordon of protection for the aeronaut beyond which none could pass. The plain patrolmen arrived next—there were hundreds of them—and the nearest promptly fell to to write their names upon the planes and the elevating rudders, while the second and third layers back set up a cheer for Hamilton. As all had their backs turned to the crowds while they fingered lead pencils, and the mounted men had turned the guarding duty over to those on foot, there was instant confusion, but it was soon corrected.

Mrs. Beaudette arrived perspiring and out of breath. Her son had just stepped off the seat when he saw her and was lighting a cigarette. "See him laugh," she said, as she broke her way through the crowd. "Oh, I knew he'd do it. I knew he'd do it." Then she passed under a bamboo brace to join him. The camera squad gained their focus and all but the sound of what happened was recorded.

Greeted by Gov. Stuart.

A call for open order from the police attracted attention to a portly gentleman in a silk hat who was working his way toward the machine. "It's Gov. Stuart," some one whispered to Hamilton, "and the Acting Mayor is with him."

Hamilton pulled out a long yellow envelope and tore it open, disclosing a number of smaller envelopes. One he handed to the Governor, and another to the Acting Mayor. The Governor handed him another envelope in return and he placed it in his inside coat pocket, sliding off his shoulder as he did so the bicycle inner tubes which had been his "life protector." He then posed for a regiment of photographers.

There was a dispute with the mechanician about the oil, for the kind provided had not been the kind ordered and he didn't want to use it. Hamilton, called to decide the point, heard that it would take two hours to get a substitute supply, said: "Let her go; it'll work her just the same."

Special Train in a Tangle.

Hamilton announced within a few moments after landing in Philadelphia that the return start would be made within an hour. The hour broadened into more than two because of unexpected drawbacks. First the aeronaut wanted to get some "hot coffee and cake," as he expressed it, and an hour was consumed in a trip to the Hotel Majestic, where he got what he wanted, with, of course, the inevitable cigarettes.

After Hamilton returned to the field and was ready to go another delay was caused by the failure of the Pennsylvania Railroad officials to have THE NEW YORK TIMES's special train within any negotiable distance of the field. Messengers dispatched to hurry it to the scene, while Hamilton waited impatiently for it, found an obdurate trainmaster in William Havestick. He stuck literally to his instructions to back the train into a siding at North Penn Junction, half a mile from the landing and starting site. As a result, when Hamilton could tarry no longer, because of impending bad winds and a light rain, the airship left the ground in North Philadelphia for the return trip just ten minutes before the special pulled up at the field, or at 11:33 A. M.

Miles in 48 Seconds.

From 11:43 it was a race between the three-car train and the flying machine. Engineer William Smith opened up the throttle of Compound No. 804 notch by notch, ever so steadily, until the special was clipping off miles in from forty-eight to fifty seconds apiece. Still the scurrying biplane, which was traveling along the air lanes like a scared cottontail, kept ahead of the flier on the tracks.

Never were there more impatient passengers in a train. Despite the fact that the pace had crept up to seventy-five miles an hour, they were not satisfied. They crowded the front compartment of the baggage car, at once seeking to get a glimpse of Hamilton through the open door and begging the engineer to "open her up." Everybody aboard was under the greatest strain, all mentally striving to add to the speed which would end the long stern chase. At times it seemed bound to end fruitlessly. But the steam racer running on safe guides laid along the ground steadily gained on the slender biplane that was, for all its operator's mastery of it, the plaything of the elements.

At Morrisville, just across the Delaware from Trenton, the locomotive gave a mighty leap forward, and the special fairly tore past the station at a gait estimated by Conductor Kisner at eighty miles an hour. The two miles to Trenton station were done in 1 minute 34 seconds. Straining eyes just back of the engine tender could catch no sight of Hamilton, but outside on the platforms and along the roadbed were tantalizing wavings of hands that betokened Hamilton's presence far up the road.

Mother First Sights Hamilton.

The engineer kept his racer at its high speed, and at just thirteen minutes past 12 o'clock, twenty-eight minutes after the special had started from the North Philadelphia field, and thirty-four miles north of it, Hamilton was picked up about three miles ahead by Mrs. Beaudette, his mother.

With absolute disregard of her own safety and despite the frequent and fervid appeals of her daughter-in-law, husband, and friends to come 'nside to a safe place, Mrs. Beaudette remained on the front platform of the baggage car, just behind the swaying locomotive tender, her eyes strained on a small black speck that at last began to take on form.

As Mrs. Beaudette cried "There he is! There's Charlie!" the ten or twelve occupants of the front section of the car let go a mighty shout that reached the ears of those riding in the observation car, who themselves were leaning perilously far over the railings above the steps, with field glasses glued to eyes and every nerve tensed.

If anybody in that pitching, rolling baggage car had any idea that they were traveling at what Engineer Smith later called "a right smart clip," he was soon to be apprised of the possibilities of Locomotive No. 804 under the master hand of its driver. The shout that answered Mrs. Beaudette's location of her son caused a slight turn of Smith's head, and he nodded his begrimed, kindly face with a confident smile, as though to say, "We'll get him all right."

And he did. At Princeton Junction, reached at 12:17 o'clock, Hamilton was seen ahead of the train, traveling on an even keel at an elevation of 600 feet and directly over the tracks. Thirty-seven miles had been clicked of in thirty-four minutes, and those precious minutes included an absolute stop of two minutes at Bristol, caused by the special overtaking an express train ahead and having to wait until it had been switched to the outside track.

Steam Racer Catches Rival.

Two miles beyond Princeton Junction, thirty-nine miles from the North Philadelphia aviation field, the special caught the fast-flying aircraft, which was riding the air currents as if it were a chip on a fast-running mill race. Up even with it the train ran, Hamilton 300 yards to its right over a meadow. As Engineer Smith let out one prolonged, vainglorious blast from his whistle—just why he did it he could not imagine afterward, nor, as he ingenuously added, could he have lived another moment in happiness if he had not tooted—the smiling aviator waved his left hand at the onrushing train.

Racing along at better than fifty miles an hour, the steam locomotive and its three-car burden and the gasoline-propelled biplane with its one light passenger kept abreast of each other for a time, so that every occupant of the special had a fine view of the craft aloft as it streaked along on a steady keel with its motor running "as sweet as a nut." Forty miles from the starting field had been reeled off before Hamilton began to yield the pace. The train had made those forty miles in better than a mile a minute, while Hamilton's average was the astounding figure of 53.8 miles per hour, the fastest flying ever done across country in the United States.

Airship Falls in Behind.

As the little village of Plainsboro, forty-one miles from the starting point, was reached, the train drew away from Hamilton, who stuck to the fields to the right of the tracks at an altitude of 500 feet, flying as evenly as heart could desire or safety demand. Once Hamilton had passed to the rear Engineer Smith was satisfied and kept up a gait in the neighborhood of more than fifty miles an hour, which the aviator also maintained about 400 yards to the rear of the observation platform, and now directly over the tracks.

At this time not a movement of the ailerons was visible to the eyes of those on the rear car and the deflector moved not at all from one position, while the steering wheel rested lightly in Hamilton's left hand as he lighted a cigarette with his right, and puffed away in keen enjoyment. Soon heavy clouds of smoke from the engine forced Hamilton higher, and he swung gracefully upward until he had attained an elevation of 800 feet.

Hamilton, at this height passed over a gang of Italian track hands. They pulled multi-colored bandannas from their pockets and waved them, and he returned the compliment by saluting them with his right hand for some time, even turning a trifle in his seat to keep them in view.

Continued on Page 3.

A lady at the theatre the other evening was overheard to remark: "I never knew what it meant to really enjoy a play before I wore glasses. Now the light no longer hurts my eye and I also *hear* better."

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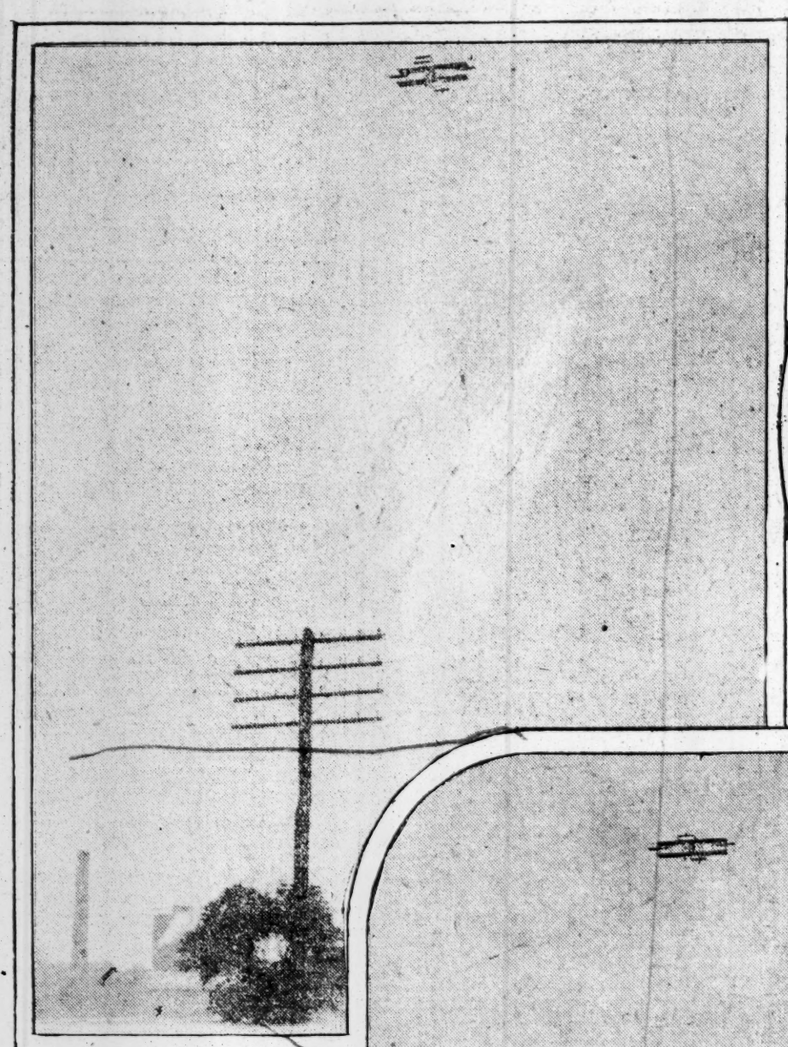
Timely Suggestions

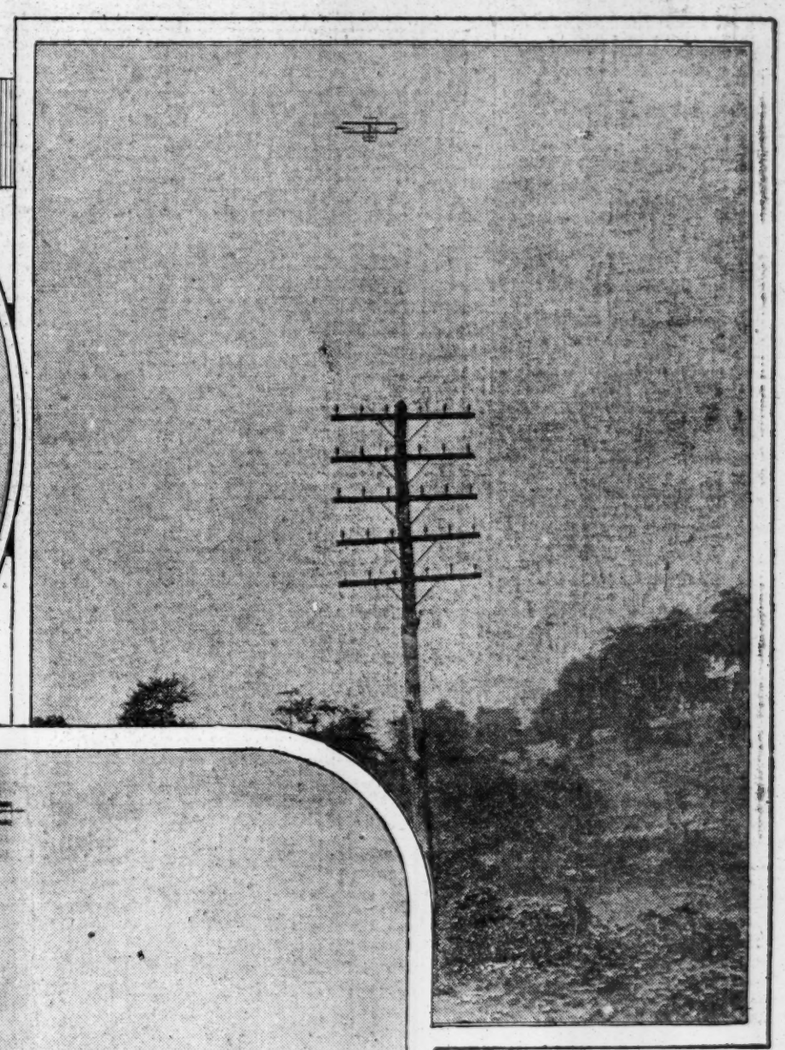
¶ There are many suggestions for those who are seeking desirable places to pass the Summer in the Country Board columns of The New York Times.

Pictures of Hamilton's Great Flight Taken From the Times's Special Train

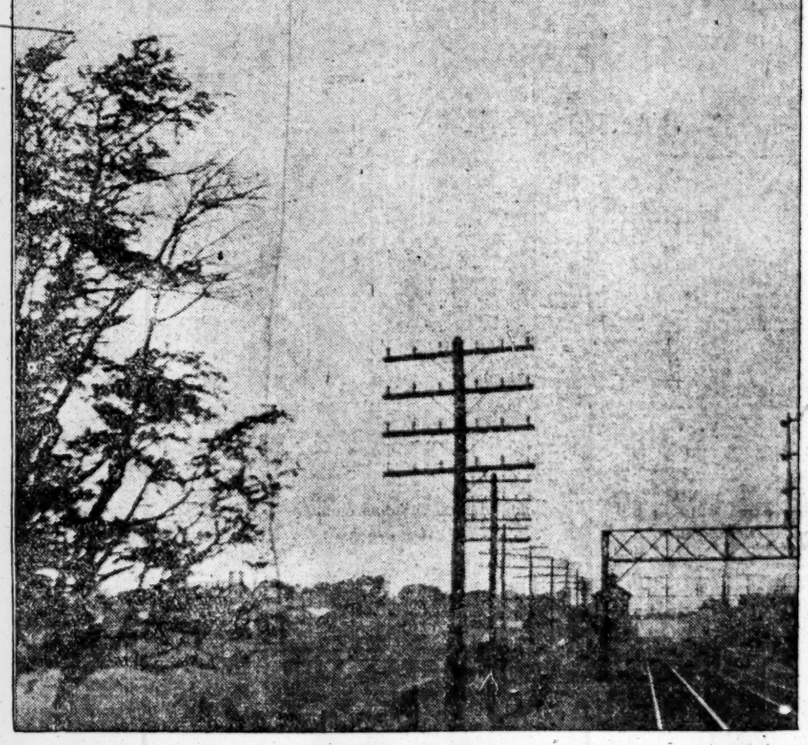


PASSING THROUGH TRENTON

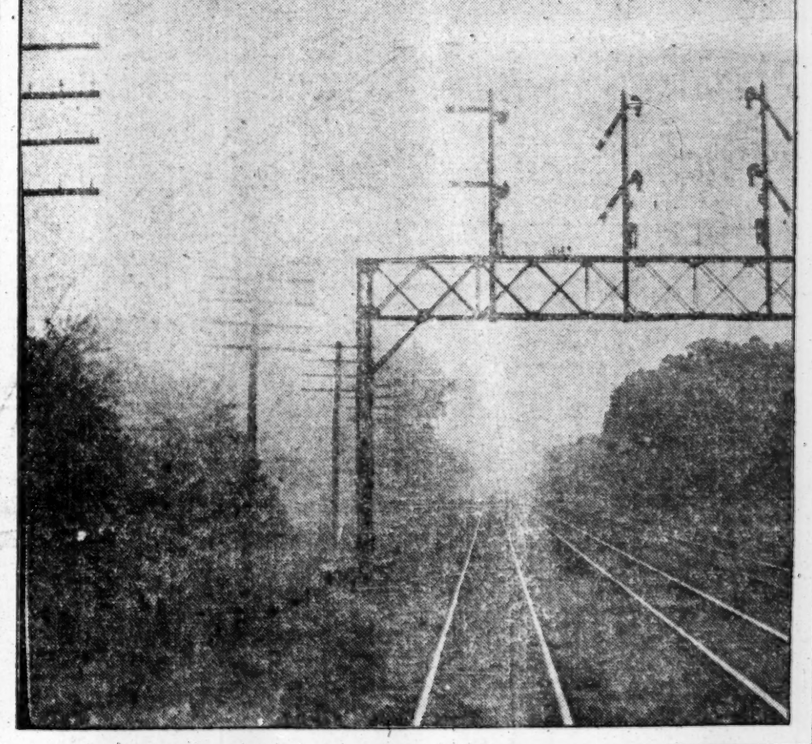
AT METUCHEN, COMING BACK TO NEW YORK—HERE HAMILTON MISTOOK THE LEHIGH VALLEY TRACKS FOR THE B. & O. AND LOST HIS WAY



NEAR PRINCETON JUNCTION, GOING DOWN



NEAR MONMOUTH JUNCTION ON THE WAY TO PHILADELPHIA



NEAR NEW BRUNSWICK, GOING DOWN

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HAMILTON MAKES AEROPLANE RECORDS

Continued from Page 2.

This feat called forth a loud cheer from the observation platform, for if it is good form for an oarsman to keep his eyes in the boat it is absolutely essential for safety that an aeronaut should look ahead. Hamilton's daring astounded even those who had seen him when his aerial antics over Hempstead Plains and Governors Island had seemed to approach the foolhardy.

Having Fun with Photographers.

Hamilton evidently did not care much to "take the dust" the train was showing him, for he opened his throttle wide until the propeller was turning up 1,200 revolutions per minute, and the whirr and staccato crackle of his eight cylinders sounded loud over even the roar of the special. Hamilton crept up on the train, over it, and ahead of even the smoke-belching locomotive. As the engine hit up the pace on the straight stretch that lay before it into Monmouth Junction, Hamilton would not be shaken off, and assisted by a mild westerly wind retained a position tantalizingly just above the baggage car.

Then Hamilton began to show how complete was his mastery of the machine he was guiding. He would let the train slip out from under him and, just as the photographers were getting ready to snap him, would open up his throttle and glide steadily out of range above the roofs of the coaches. That little game of "now you see him, now you don't," Hamilton played for miles to the keen enjoyment of all its observers except the harassed picture makers. Even they, despite their anguish, had to laugh after a while at the wonderful cleverness with which Hamilton guided his machine just within and then, as the cameras were set, just without their focus.

Engineer Smith, the greatest speed rival Hamilton ever had, found out what was going on above and behind him, and put an end to the little game. He opened up the throttle and the special leaped along the rails at sixty miles an hour. Hamilton then fell back to his old position of 400 or 500 yards to the rear of the observation platform, and 600 feet above it. But he gave Smith no chance to rest. No sooner did the train lessen its pace than he would shoot out to the front and lead the engine crew a merry chase, only to fall back once more as the limit of his speed was reached.

At 12:33 o'clock, exactly one hour after his start from North Philadelphia, Hamilton passed New Brunswick, having covered in those sixty minutes just 32.1 miles. The biplane was sailing the high aerial seas as comfortably and as evenly as the Mauretania does the Atlantic in June. The ailerons moved not at all, and the rudder was being held stiffly perpendicular to the planes.

Just as Hamilton's machine entered the stretch bounded by the New Brunswick station platforms he showered several hundred NEW YORK TIMES-Philadelphia Public Ledger "peace bombs" upon the tracks. Disregarding whatever danger existed of passing trains, the throng gathered on the platform to watch Hamilton pass swooped upon these souvenirs, men, women, boys, and girls, of all ages and weights, entering into the merry scramble.

Contrary Winds and Engine.

Hamilton crossed the Raritan at an altitude of 800 feet, flying to the right of the train. The machine pitched and tossed at this time like an unbroken broncho, and two miles this side of New Brunswick put up all sorts of capers. The uneven breezes of the valley struck the planes at all angles, and stabilizing aileron work became a necessity.

Then, to add to Hamilton's worries, his motor, which had been running very evenly began suduenly to skip and miss on first one and then two of its cylinders. This missing was plainly evident to those on the observation platform. Because of the trouble that Hamilton had had with his engine from New Brunswick to North Philadelphia of the same nature—during which time he was compelled to run on seven cylinders instead of all eight—there was a wave of sympathy and sorrow, as all on board the train realized the mechanical problems that were besetting the aviator.

Half way between Stelton and Metuchen two old darkies, a woman and a man, spied the speeding biplane at about the same moment. They were engaged in doing chores around a house that was typical of one of the 'way-down-South negro cabins. The colored woman yelled to the man, in a shrill quaver heard above the noise of the train, "Dere's de debbil, dere's de debbil!" and then the turbaned "aunty" ran for the shelter of her home. Nor was the man much behind her, and both stared from behind their half-closed door at the strange thing that was not within their ken.

The biplane continued onward on anything but an even keel. The action of the ailerons and the deflector were very plain, and the degrees through which they moved were quite pronounced. Hamilton's engine was burning a great deal of oil at this point, and the fleeting aeroplane left a layer of thin blue smoke trailing behind it in the air lanes.

Just before reaching Metuchen an automobile containing five men and women gave chase alongside the railroad tracks, but the motor car was distanced so quickly that it was never really in the race it had itself started and which neither train nor aeroplane had noticed.

Metuchen, five miles from New Brunswick, was reached at 12:43, and Hamilton speeded through it as if chased by something he feared, dropping, however, a few of the "peace bombs" to compensate for his failure to give local residents much of a show. For two miles more he raced with the train, keeping on the south of the tracks. As he neared Menlo Park in the apparent belief that it was South Elizabeth, he cut a sharp right angle toward the south, and soon disappeared from the view of those on the train. He was not heard from again until word came from South Amboy of his compulsory landing there, with a bad cylinder and a broken propeller.

The special raced on to Jersey City, and arrived there at 1:13 o'clock, having made the 84.5 miles in 1 hour 30 minutes after leaving North Philadelphia. From the trainshed in Jersey City all of Hamilton's relatives and friends took the ferryboat to New York, after having been told over THE NEW YORK TIMES special telephone in the shed that no word had come of any harm to Hamilton. From the New York side of the Cortlandt Street ferry they proceeded to Governors Island, to await Hamilton's arrival.

Two Cylinders Fail Him.

When Hamilton swung away from the railroad tracks at Menlo Park he passed over meadows and woods until he was above the tracks of the Long Branch Division of the Jersey Central Railroad. These he mistook for the Jersey Central tracks that he had crossed during the morning en route from Elizabethport to South Elizabeth, just as he had mistaken Menlo Park for South Elizabeth.

Hardly had he lost sight of THE TIMES's special train when two of his cylinders went completely bad, refusing to spark even under a full-throttle attempt to clean them out. Hamilton thereupon determined to land rather than face the hazardous trip over the water between New Jersey and Staten Island and the upper bay with only six cylinders working and a heavy load on the plane.

In determining upon a landing spot near South Amboy, which he took for Elizabethport, he mistook a marsh for a dry meadow, which his height of 600 feet made easily possible. As soon as he was close upon his selected landing spot he saw his error, but it was then too late to obviate it, for the motor had been cut off through the short circuiting of the magneto. The biplane wheels ran far into the soft earth of the marsh and stuck there, touching at exactly 12:44 o'clock.

After he had repaired his spark plug trouble Hamilton attempted to make a start from the marsh, but his machine was too heavy and the ground too soft for the propeller to lift him out of his resting place, and the swiftly revolving propeller struck a snag and splintered both ends, making further flights with it out of the question.

Thereupon Hamilton telephoned his wife at Governors Island, and instructed his mechanics to bring down his old tin-bound propeller, with which he has been giving exhibitions all over the country. M. J. Seymour loaned his motor car for the occasion, and, accompanied by Glenn H. Curtiss and his mechanics, the run was made to South Amboy.

Lands Again at Governors Island.

Hamilton's machine had, in the meanwhile, been pulled out of its marshy resting place by residents of Mechanicsville and South Amboy, and was wheeled to a hard-sodded meadow near by. There the old propeller was affixed late in the afternoon, and at 6:17 Hamilton started for Governors Island, which he reached at 6:40.

As the soaring biplane came up the Arthur Kill, the Kill von Kull, and the upper bay it received a great welcome. Every boat in the harbor let go with all its metal lung power, and thousands upon thousands of spectators cheered and waved their hats, handkerchiefs, and hands to Hamilton as he neared his objective. As Hamilton completed his descent on Governors Island he was surrounded by officers of the army and their wives and the reporters, and received the heartiest congratulations for his flight.

HOW THE AVIATOR STARTED HIS FLIGHT

Broken Propeller Quickly Replaced, He Sailed Aloft from Governors Island 'Mid Cheers.

GREETED BY HARBOR CRAFT

Took a Preliminary Turn Around the Army Reservation, Then Was Off for Philadelphia.

Hamilton tumbled out of bed in the bachelor quarters of Lieut. Vincent M. Elmore, U. S. A., on Governors Island at 5:30 A. M. Hurrying to the window, he looked at the sky, and then returning to the hall he poked his head into Lieut. Elmore's room and said:

"Well, it's fine, and if everything goes well I'll be off on time."

Hamilton had been Lieut. Elmore's guest overnight. He was as happy as a schoolboy anticipating an afternoon off at the ball game and within ten minutes he was dressed. He wore his every day clothes, supplemented by a leather coat and a pair of army officer's leggings. He disdained the use of hat or cap and said he would make the flight bareheaded.

Breakfast was waiting, and Hamilton, after a sip of orange juice and a cup of coffee, hurried to the aviation tent where Glenn H. Curtiss, winner of The World's Albany-New York flight prize; Capt. Thomas S. Baldwin, another noted aviator; "Slim" Schriver, Curtiss's chief mechanician, and "Old Reliable" Blackie were busy tuning up the machine in which Hamilton was to start on his history-making voyage through the air.

Before leaving Lieut. Elmore's quarters Hamilton had received the letters from Gov. Hughes to Gov. Stuart, Mayor Gaynor to Mayor Reyburn of Philadelphia, and one from THE NEW YORK TIMES to The Philadelphia Public Ledger. At the aviation tent a reporter waited with a copy of the day's edition of THE NEW YORK TIMES.

"Good morning, Charlie," said Curtiss, as the little aeronaut entered the aviation tent. "How are you feeling?"

"Fine and fit," answered Hamilton, as he stepped under the strands of piano wires and began a final examination of the motor. Blackie was there with tools ready to fix anything that might need attention, and so was Schriver. Curtiss soon joined the trio and then all four went carefully over every part of the machine, and at the end of the inspection Hamilton nodded his head, indicating that everything was shipshape for the flight.

It was then nearly 7 o'clock and the mechanics wheeled the aeroplane out of the tent into the open. A moment later the big propeller started to revolve at dazzling speed, this being the final test made before the start.

Capt. Halstead Dorey of the Second United States Infantry then instructed the regulars who were doing guard duty at the tent to move back the spectators, who were lined up on all sides of the aeroplane.

"He's going in a minute," Capt. Dorey said, and the army officers, their wives, and children, and the soldiers, and about 200 civilians began clapping their hands and shouted godspeed to the daring aviator.

In the few days that he had made Governors Island his headquarters Hamilton had become popular with the army folks, and everybody there, from Gen. Howe down to the enlisted men, acclaim him the greatest of aviators.

"Give me a cigarette, please," Hamilton said to Col. Hull, as he buttoned his leather jacket over the inflated inner bicycle tires he had slipped around his body to keep him afloat in case he came to grief passing over the Kill Von Kull.

It was just 11 minutes past 7 o'clock when Hamilton climbed into his seat and signaled to his mechanics that he was ready. The propeller started its revolutions, and a moment later the great machine began to move. It rolled swiftly along on the bicycle wheels, and then there was a crashing sound that everybody recognized as that of breaking timbers. The crowd gasped as Hamilton slowly brought the machine to a stop. Everybody thought the machine was badly damaged, and all feared the flight was off for a day or two at least.

Hamilton scrambled out of his seat and ran around to the stern of the craft to see what had happened. A propeller blade was badly splintered, and at first it was feared that the machine might have been damaged in some other way also.

Curtiss, Baldwin, Schriver, and Blackie, their faces showing how anxious they were, ran up and with Hamilton looked the machine over for any possible breaks. They were much relieved as they turned to the equally anxious army officers and said it would mean a delay of only a few minutes.

"Hurry and get the propeller off of my machine," said Curtiss, turning to Schriver, and the mechanic scampered to the aeroplane shed, where Curtiss's machine has been since he landed at Governors Island at the end of his famous flight from Albany.

An investigation of the ground in running over which the propeller had been smashed showed that the big blade had struck a stick of wood about six feet long and an inch and a half thick. In passing over the obstruction the blade picked it up and carried it around several times before Hamilton could stop his machine. There was also a long peg found sticking up out of the ground in the course the aeroplane had followed, but Hamilton and Curtiss both said this had not caused any damage.

It was the work of not many minutes taking the splintered propeller off and replacing it with the one from Curtiss's machine.

At 7:35 o'clock Hamilton, a cigarette in his mouth and his tangled hair waving in the westerly breeze that was sweeping over the island, got back into his seat. He adjusted himself, and for a second time gripped the steering wheel. The propeller began to whirl and the machine moved across the green.

"Good luck and a lot of it!" shouted Col. Littell as the machine gained headway. For fifty yards it ran and then like a bird it gracefully left the ground, while the crowd cheered like mad, men, women, and all. It was exactly 7:36 A. M. when the machine ascended.

Higher and higher it ascended until it had reached an altitude of about 200 feet. Then Hamilton turned toward Brooklyn, skimming along for a hundred yards, and again turning swept in a beautiful circle above the cheering throng beneath him. On he went, the machine answering the wheel like a thing of life. Over the roof of the officers' club it sailed, and then turning south it headed for the waters of New York Bay.

Hamilton was off for Philadelphia.

As he started on his long flight the aviator shot the machine high into the air, and when he cleared the new-made ground of the Governors Island extension he was 1,000 feet in the air.

"It's the most inspiring thing I ever witnessed in my life," said Mrs. Hull, and Col. Hull murmured his assent.

A Staten Island ferryboat on the way to Manhattan passed directly beneath the aviator as he sped through the air in the direction of the Jersey shore. The Richmond commuters let out a shout that could be heard above the din of the big sirens that were blowing a farewell message to the little man-bird.

A slight fog blanketed the bay at the time, and as Hamilton headed apparently for the Jersey Central terminal instead of the Kill Von Kull several of the officers expressed a fear that he might have lost his way in the haze. For a minute or two it did look that way. He was flying straight for a point that was at least three miles off his course. He kept straight ahead until he neared the Jersey shore, and then, turning south again, he headed for the Kill Von Kull. A few moments later he was lost to view in the distance. As he disappeared he appeared to be traveling at an altitude of nearly 2,000 feet.

"There's a boy for you if ever there was one," Blackie, the mechanic, remarked proudly as he turned to the reporters after Hamilton had passed out of view.

"Great!" said Curtiss as the aviator faded from view in the now famous Curtiss aeroplane, in which he has thrilled Governors Island and Mineola crowds.

Even after Hamilton had gone the crowd stayed around the tent to hear the reports over THE TIMES's special wire telling of the progress of the flight. When the bulletin "passing Rahway" came even the little children clapped their hands with glee, and everybody cheered when the news "passing Trenton" came over the wire. When the final bulletin came telling of the arrival in Philadelphia everybody voted Hamilton a king of the air and then hurried to luncheon so as to be ready for the return, which at that time it was supposed would be about 1:30 P. M.

Some of those who were in the crowd that cheered Hamilton as he started on his journey were Brig. Gen. Howe and Mrs. Howe, Col. Isaac W. Littell, Col. Chase, Major and Mrs. Truitt, Col. James N. Allison, Lieut. Col. and Mrs. John A. Hull, Lieut. Elmore, Major Samuel Reber of the Signal Corps, Capt. Dorey, and Capt. Paine.

MIRED IN A MARSH AT SOUTH AMBOY

Aviator Mistook It for a Meadow and Realized His Blunder Too Late.

HAD TO LAND FOR REPAIRS

Sparking Plugs Out of Commission and Propeller Crippled—Volunteers to the Rescue.

On the wide salt marshes which stretch along the south bank of the Raritan River not far from South Amboy several fishermen were at work on their nets shortly after noon yesterday. One of them, happening to look up the river, saw a speck which looked in the distance like a big bird, soaring high over the water. As the fishermen looked it grew gradually larger until the outlines of the aeroplane could be made out dimly. He shouted to his comrades:

"Here comes Hamilton in his flying machine!"

The fisherman was not mistaken, for Hamilton, after passing over Metuchen, had experienced so much trouble with his sparking plugs that he had decided to look around for a place to alight. From miles away he had seen the stretches of green marsh, just south of the Middlesex County Bridge across the Raritan, some two miles from South Amboy, and in the distance the marshes looked like green meadows and a fine spot on which to land.

Swerving from his course, Hamilton steered his machine toward the marshes, crossed the Raritan, and began to circle high above the ground. Even when he had reached a point in the air directly above the marshes, they looked like solid ground. Here and there he could make a small pond which the recent rains and high tides had left, but the marsh grass looked from above like smooth sward.

Several times he circled around, with his gliders set, gradually drawing nearer the earth. There was not a tree to interfere. As he neared the ground two of his sparking plugs refused to work at all, and the sound made by one of the other six cylinders indicated that it needed attention.

Get Into Trouble.

One last sweep Hamilton made across the river, then, at a height of only a few feet, he turned sharply inland and a moment later the aeroplane had alighted on the marsh. It was then that Hamilton met with a surprise. What had looked like solid ground and close cropped grass was in reality a boggy stretch of land, with water standing in many places up to a man's knees.

It was just at the edge of one of the little ponds that the aeroplane alighted at 12:54 o'clock. The three wheels sunk immediately to the hubs. Splashing around in the mud and water, Hamilton began attending to his sparking plugs. He found that a new one was badly needed, but after tinkering with the other two he decided that he might be able to make Governors Island.

By this time the fishermen and twenty or more men from South Amboy and Mechanicsville had come splashing through the marsh to lend assistance. Just as they reached the aviator Hamilton scrambled back to his seat and tried to rise in the air. Under the tremendous force of the propeller the machine pulled itself out of the mud and began to run across the marsh. But it would not rise.

Again Hamilton tried to mount into the air. This time the aeroplane ran across a pond, the propeller dug into the water, struck a tussock and several pieces were chipped from the wooden blades. The tire of the front wheel also collapsed.

Hamilton realized then that he would have to halt for further repairs. It was impossible to continue the journey with the broken propeller, even if the aviator did succeed in clearing the ground. Meanwhile an army of Jersey mosquitos swooped down and helped to keep the aviator busy.

News that Hamilton was stuck in the mud near South Amboy spread quickly through that section of New Jersey. From South Amboy, Perth Amboy, Mechanicsville, and a dozen other towns and villages within five or ten miles they began to flock, men and women. They came in automobiles and in carriages. Hundreds got there on foot. The Middlesex County Bridge was soon black with people hastening toward the marsh.

Volunteers to the Rescue.

The first to reach the stranded aviator was J. V. D. Mulcahey, a machinist employed at the Raritan River Clay Company, whose works were only a few hundred yards from the spot on which he had landed. Mulcahey and the fishermen, together with several other machinists and chauffeurs, helped Hamilton drag the aeroplane across the marsh to a small roadway which runs parallel with the Middlesex County Road. It was between these two roadways that the aeroplane had alighted.

The smaller roadway was too narrow for the machine, but it afforded a firm footing for the aviator and his volunteer helpers. Once on the road, volunteers helped him roll the machine still further shoreward.

"Where's the nearest telephone?" asked Hamilton. Thomas Bulger pointed across the marsh to where the top of his hotel could be seen among the tree-tops. Hamilton, leaving several of the volunteer assistants in charge of the aeroplane, hastened across the marsh to the telephone. He called up his wife, and after some delay got into communication with her.

"I'm all right, but am stuck in a marsh near South Amboy," said Hamilton. Don't worry, for I'm O. K. I'll make New York sometime this afternoon sure. Only a little fixing up of the machine to be done."

Then Hamilton called up his headquarters on Governors Island and gave instructions for a new propeller to be sent to South Amboy as quickly as possible.

"Hustle along the old one I used out on the Pacific Coast," said Hamilton. "It's good enough to make the rest of the trip, I guess. Send it out in an automobile and don't observe the speed laws too closely."

This attended to, Hamilton began to

Continued on Page 4.

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MIRED IN A MARSH AT SOUTH AMBOY

Continued from Page 3.

cast about for some means to get a new sparking plug or two.

Needed Sparking Plugs.

Mr. Saxton, of Perth Amboy had his automobile handy. He volunteered to get the required plugs and sped away for them. That was between 2 and 3 o'clock in the afternoon. Clouds had been drifting over all the time and it looked as though a heavy rain was coming.

"The rain won't bother me," said Hamilton. "I've been up in it before. But I must have that propeller before I can get away."

While awaiting the arrival of the sparking plugs and propeller Hamilton told something of his trouble with the plugs just before landing on the marsh.

While Hamilton was talking to THE TIMES reporter, Edwin Cleary, an automobile manufacturer, who brought the French aviator, Paulhan, to this country not long ago, arrived at the edge of the marsh in his motor boat. With him were four of his mechanicians from the Cleary plant at Sea Breeze Point, S. I. Mr. Cleary had heard that Hamilton was in the marsh and wanted to help him out.

The mechanicians were a great help to the aviator. Mr. Cleary was, too, a little later on, for it was he who forced back the crowd on the road to give Hamilton room to get into the air when the flight was finally resumed late in the afternoon. Several other mechanicians had also arrived, among them William and Lester Voorhees, Harry Brower, R. E. Gillam, a driver of racing automobiles, and Max Gibian, proprietor of a garage at Perth Amboy.

The crowd around the stranded aeroplane had been steadily increasing all the time. By 5 o'clock in the afternoon the Middlesex County road leading to the bridge was choked with vehicles of all kinds, with automobiles predominating. In a crowd packed closely around the aeroplane were a thousand or more men and boys. Most of them had wet feet, for it was difficult to get from the main road to the smaller highway without a wetting.

There were several large ponds to cross, and several enterprising small boys took advantage of this opportunity to make some money. They dragged an old rowboat across the marsh and launched it in the larger pond. They charged a five-cent fare to take passengers across. One of the boys said afterward that he cleared $2.85 in about an hour.

Propeller Replaced.

Between 4 and 5 o'clock the sparking plugs arrived and were soon put into place. At 5 o'clock the propeller which had been sent from Governors Island came along. It was a battered-looking affair. Two of the blades were bound with copper bands in several places, and the wooden blades were weatherworn and bare of varnish in spots. But it looked good to Hamilton, for it was the means of resuming his interrupted journey.

"I guess New York is in sight now," said Hamilton, as he and the volunteer aids slid the propeller on to the shaft and fastened it securely.

Now came the job of getting the aeroplane across the strip of marsh which lay between the small road and the broad highway of Middlesex County leading to the river bridge. During the time when Hamilton was busy telephoning hundreds in the crowd had succeeded in writing their names on the planes of the machine. Some of them were busily engaged doing this when it came time to move the machine, and they had to be driven back. No policemen were on hand, but the crowd was a good-natured one, in spite of its eagerness to get as close as possible to the first aeroplane most of them had ever seen.

Bearing the aeroplane on their shoulders, the volunteer aids splashed across the marsh and landed it in the middle of the broad road, about a hundred yards from the bridge. There were not less than 5,000 persons in the roadway by this time, and a line of closely packed automobiles reached for a quarter of a mile. All traffic was held up and many automobilists who wanted to get through were held back for two hours or more.

One of these who had an important engagement in New York was George Beban, the actor. He had left Atlantic City in a touring car at 1 o'clock in the afternoon to keep an engagement in Times Square at 7 o'clock. His machine reached the jam near the bridge at 4:30 o'clock, and there it remained until after 6.

Once in the road Hamilton instructed his assistants to shove the aeroplane back from the bridge several hundred yards and clear the road so that he might make a running start. Mr. Cleary called for volunteers to guard the road. Some fifteen members of the South Amboy Bicycle Club responded, and in a few minutes they had a clear space between Hamilton and the bridge.

A Narrow Escape.

At 6:12 Hamilton started his motor. E. R. Gillam was helping him. Gillam was standing close to the propeller when the motor started. There was a jerk and a buzz and the sharp-edged blades narrowly missed Gillam's head. He sprang away just in time. A dozen men held on to the rear of the aeroplane when the motor was started, and it was all they could do to hold it.

Mr. Cleary and his helpers had by this time managed to shoo the crowd back to the edge of the road. But there was one man, William Gilman of Perth Amboy, who had failed to inscribe his name on the aeroplane. He ran up to the machine, and while the motor buzzed away he began writing his autograph. Hamilton motioned him away, but Gilman paid no attention.

"Here, get away from there!" yelled Hamilton, but still Gilman did not move. Then Hamilton lost his temper. Running up to Gilman he dealt him a blow on the chest, and Gilman fell back. He was pushed out of the road and across a ditch. He had not finished writing his name among the several hundred which by this time covered every available space on the gliders and the planes.

After listening attentively to his sparkers Hamilton stopped his motor, fixed one of the plugs, and again started the machinery. This time it ran better. One of the tires on the aeroplane wheels was flat, but this Hamilton disregarded. There was little or no wind stirring, and the conditions seemed ideal for the resumption of the trip.

At 6:15 he announced that all was ready for the ascension, but two minutes passed while Mr. Cleary and the members of the bicycle club drove back the double line of spectators to the marsh bordering the roadway.

Hundreds of men along the road were holding their watches in their hands at 6:17, just as Hamilton, seated in his machine and grasping the steering wheel, nodded to those who held the aeroplane. Every man released his grip, the machine glided forward along the road, ran about a hundred yards on the ground, then, when almost on the group of automobiles at the end of the bridge, it slowly drew upward, skimmed over the heads of the crowd, and, mounting skyward, sailed out across the Raritan for New York.

A shout went up as Hamilton and his machine left the road. Thousands of hands clapped excitedly and cheer after cheer followed the aviator as he steered his air craft along the last lap of his flight.

With scarcely a tilt the aeroplane skimmed over the river, mounting steadily, then, when over the eastern bank, it leveled away, and was soon lost in the distance, passing directly over the ferry station at Perth Amboy, and across Sea Breeze Point, S. I.

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The Times Special Train and Hamilton in Full Flight Together

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Passing Monmouth Junction on the Way to Philadelphia. The white strip on top of first car was for Hamilton's guidance.

THE FLIGHT'S END IN SEMI-DARKNESS

Cheers Rend the Air as the Aviator Drops Gracefully Down on Governors Island.

WIFE AND MOTHER THERE

Battery Throng Captures Him at the Ferry and Gives Him a Hard Tussle.

Hamilton was expected back at Governors Island before 2 o'clock, and at that time more than 500 people were waiting to welcome him there. When the bulletins began to come in telling of his mishap at South Amboy the crowd gradually melted away. By 5 o'clock, however, the bulletins in Manhattan had sent another crowd of several hundred back to the sandy waste from which he had started to await his return.

When 6 o'clock came and the skies began to darken there came word that he would start again within an hour at the latest. The crowd settled down to wait. The aviator's mother and wife wandered about somewhat nervously, though both of them laughed when it was suggested that they were the least alarmed.

The two were accompanied by Mr. and Mrs. Glenn H. Curtiss and Capt. Baldwin, who was the comforter of the party. During the afternoon Mrs. Truitt, wife of the Assistant Adjutant General, entertained the women folk of the party at her home, giving them tea and making them forget for a few minutes at a time that Hamilton was out in the boggy meadows of South Amboy with a disabled aeroplane and filled, they knew, with an unalterable determination to fly back to the spot whence he had departed in the morning.

"I just know he will come back," said Mrs. Hamilton, Sr., "because it will take the Old Harry to stop him, and the Old Harry is evidently not working hard against him to-day."

"He'll be here," said his wife. "I know that, but I hope he gets off before it turns dark. The darkness may stop him, but there will have to be a lot of it."

The sun got down near the horizon, shrouded by clouds. There was a slight haze just above the surface of the water.

"If he doesn't get started pretty soon," said young Mrs. Hamilton, "he will not be able to finish the flight to-night."

A few of the crowd drifted away, but most of them stuck faithfully to their vantage points.

At 6:38 a man with a big pair of glasses looking in the direction Hamilton had taken in the morning, cries out:

"Here he comes!"

Everybody was afoot in a minute, running down the sandy waste in the direction the man with the glasses pointed.

"There he is, just over the schooner," shouted Glenn H. Curtiss, and in that instant even the naked eye could see the darkening sky darkened just a little more by a speck.

The machine was in plain sight at 6:39 o'clock, coming at a high rate. And again the spectators experienced that sensation they had in the morning when they saw him rise from the ground. There is awe in the thrill and something else—and you realize that there is a lump in your throat and that you want to shout to conceal tears.

At 6:39, when the aeroplane was silhouetted against the sky, men again, as in the morning, cried out, "It's wonderful" and women looked away.

Again, as in the morning, all the harbor craft turned themselves to making as much noise as they could. Only those beneath the aeroplane could see Hamilton through the gathering darkness, but their whistles were the signals that started waves of violently exultant toots that sped around the bay and up into the Hudson and East Rivers.

"He's coming down!" the 500 shouted, spreading themselves over the sandy waste beneath his direct course, and on the second the whirl of the propellor could be seen. It was slowing down fast. Now it was almost stopped. The aeroplane was dropping like a bird. It struck the ground, bounded up once on its rubber tires, skidded along with the rapidity of a railway train, bounded again weakly, and then ran along, and the watchers had the machine.

"Great work," said THE TIMES reporter, getting under the wires first and taking the aviator's hand, not being able to think of anything else.

"Let me get these rubber tubes off me," said he, taking from under his leather coat a bundle of inflated bicycle inner tubes he had worn to provide against a fall in the water.

Then came his mother, her eyes shining, shaking his hand and saying, over and over:

"Oh, it was grand, Charley, it was grand!"

Then his wife, who contented herself with shaking his hand and saying simply:

"I'm glad to see you back, Charley."

A group of Governors Island children, who have profited by their school life, shouted together:

Rah, rah, rah!
Sis, boom, ah!
Hamilton, Hamilton,
Rah, rah, rah!

Thus led by children, the grown-ups took up the cheering. Came then Curtiss fighting his way through the crowd to shake hands with the aviator and congratulate him. Again the crowd cheered.

The next, of course, was the army of photographers. "Hold somebody's hand while we take you," they said. He took his wife's hand, saying with a smile, "It doesn't matter whose hand I hold, does it?"

He was then taken holding Curtiss's hand. Having started to the ferry, he was held up, commanded to reseat himself in his machine, and there he was again photographed in all the poses the camera men could induce him to adopt.

His smile had a hard time getting through the miniature mud pies on his face, but it did. His face indicated that he had been burrowing under the ground near South Amboy. He seemed to have been wading in muddy water up to his knees. His once white collar was black with mud.

"You see," he explained smiling, "I thought I was descending into a green field out there at South Amboy, but when I got down it was green only on top. I sank down to my knees in mud, and I had to drag the machine a long distance."

He started in explaining to Curtiss how his mishap had come upon him, the photographers using the time to their advantage.

Taking off his leather coat and leaving it in the aeroplane shed on Governors Island, the aviator started for THE TIMES office. He recollected just before leaving that he had left his watch in the coat. His mother insisted on sending a messenger to look after it.

"Now, Charley, you must rest," she said. He didn't hear her, but walked on through the crowd, the smile still shining through the cakes of mud.

"There isn't any use telling him what he must do," commented Mrs. Hamilton, Jr., "for he will do just what he pleases, anyhow."

A throng of several hundred people, held back by a single policeman, stood at the pier on the Battery shouting their congratulations in the direction of the ferry. In spite of all the policeman could do they took the entrance to the ferry slip, and when finally Hamilton did appear—there was no mistaking him, for the mud would have betrayed him if nothing else—the crowd simply took charge of him for fully five minutes.

The policeman, seizing him by the arm, tried to fight his way out of the crowd. He was unable to do it; he and Hamilton were always the centre of the throng, no matter which way he turned. They fought their way back and forth, and finally took refuge in the Staten Island Ferry house. The crowd followed them in there, and the policeman finally fought his way out again.

Still struggling in the midst of at least 500 men and boys, the policeman edged his ward slowly toward the entrance of an unused ferry slip. The crowd simply yelled, "Hurrah for Hamilton," tried to shake his hand, and touch his clothes. It was good-natured violence, and though he and the policeman were carried around like corks on a troubled stream, still the smile shone through the mud on the aviator's face.

Ultimately a volunteer offered his automobile before the taxicab appeared. Hamilton leaped in and was whisked away, his wife and mother following in the taxicab.

PLAYED TAG WITH THE ENGINE.

William Smith, the engineer of locomotive No. 804, which pulled THE NEW YORK TIMES's special train yesterday in both directions, was discussing the flight with his fireman when a TIMES reporter asked him his opinion of Hamilton's feat.

"Well, I don't know much about those things, but I'd rather let Hamilton do it than try it myself," and he laughed as he looked down upon his 225 pounds of muscle and bone. "But say, wasn't that a great stunt and didn't that youngster hike it coming north? He had me guessing for a moment. And Jimmy," pointing to his fireman, "had to get a hustle on to keep her coaled up. We burned up the anthracite to-day, sure enough.

"The pluck of that young one! Why, he'd just play tag with me as long as I'd let him—and sometimes a little bit longer. He'd bring that tarnation machine of his right up opposite my cab and then look around at me and grin as if he were enjoying my surprise.

"Just see what the kid did. He'd let me get ahead of him, and just as I thought I had his pace down to a T he'd cut loose with that machine of his and steal up on me and be away in the lead before I had much more than a chance to open 'the old gal' up. Coming up from Philadelphia this afternoon he made me do eighty miles to catch him, and say it was bully!

"I'd like to drive locomotives for that man Hamilton every day in the week, but the next time I think he'd not be able to play those tricks of his on me. I'd be ready for him. But honest, ain't he the cute one? He'd never let on what he was trying to do, but just go ahead and do it. And it takes some man to put that kind of thing over.

"I'd like chasing him all right. Hamilton's the real goods. Didn't he do everything easy? No fuss or feather—just plain getting down to his stride and keeping it. Oh, he's a grand young man. I'd like to meet him and have a talk with him about his machine. But you couldn't get me up in one. This old gal," patting his panting engine, "is plenty fast for an old man like me, but these new-fangled things may drive us all up in the air before we're through or those fellows through doing stunts with them.

"Did you stop to think while we were kiting along with Hamilton either in tow of us or giving us a chance to see his propeller working overtime, that a year ago such a stunt would have been counted among the impossibilities? Well, give that 'gentle art of aviation,' as you call it; a fair chance, and it may show us a few tricks before we're through with it.

"You just tell that young fellow Hamilton that he made a hit with me to-day and he's welcome to anything I've got. I'd run the blooming old boat almost off the tracks if it would do him any good, and I guess we all feel the same way about it. Don't we, Jimmy?"

And the fireman nodded his whole-souled approval of the remark.

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HAMILTON TELLS OF HIS FLIGHT

His One Delay Caused by Mistaking a Swamp for a Good Landing Place.

STUCK THERE SIX HOURS

Trailed The Times Special Train Easily, Only Speeding Ahead to Avoid Cinders.

BACK OVER JERSEY CITY

Trip Across There and Trenton the Only Danger Spots He Found on the Flight.

By CHARLES K. HAMILTON.

Well, I had a clear score to Philadelphia, any way, and taking all things into consideration, I think I had a clear score coming back. What happened to me at South Amboy differed in no wise from what daily befalls many automobilists. The porcelain in one of my spark plugs broke, and I had to come to earth to replace it. If I had not broken my propeller in attempting to make a new start single-handed I wouldn't have been delayed more than five minutes.

That part of my trip was the most disastrous. I had followed THE TIMES's special train all the way from Philadelphia until I reached Menlo Park. My engine had been working pretty well, although just as I passed over Trenton one of my spark plugs became sooted and put a cylinder out of business. Then at New Brunswick another cylinder missed fire. I didn't know it then, but this was the cylinder in which the porcelain of the spark plug was broken. The first cylinder cleaned itself out and began working again, but when I swung away from THE TIMES's special it missed fire again, and I found myself running on six cylinders.

By an unluck chance I turned away from the Pennsylvania tracks at their junction with the Lehigh Valley. I should have turned off where the Baltimore & Ohio tracks cross the Pennsylvania. This was the route I followed on the way to Philadelphia. However, before I discovered my mistake I was some distance away from the Pennsylvania tracks and over a thick woods.

Ran on Six Cylinders.

Running, as I was, on only six cylinders, my craft kept sinking lower and lower, for I did not have power enough to drive myself upward even when I turned my deflector up. Now, to turn around necessitates a decided drop in altitude. I could not afford to make this drop, for fear of brushing against the treetops, and so I couldn't turn back to the Pennsylvania tracks, which I should have followed for some distance further before making the turn over the Baltimore & Ohio tracks.

Just ahead of me I saw a fine, broad patch of ground, green and inviting and looking like a second Hempstead Plains. 'That's where I'll land,' thought I, 'and patch up these two spark plugs.' I turned my deflector down and pointed toward what I took to be a fine landing field. By this time I had dropped so low that my underplane almost brushed against the tallest trees. I missed them, however, but an instant afterward I was almost sorry I had.

What I took for a fine green field turned out to be a nice slushy swamp. I found it out when the wheels of my biplane sank into the oozy turf to their hubs and I was splattered from head to foot with muddy water. Also I stopped so quickly that I almost fell out of the seat, and I didn't lose any time in debarking. The longer I sat in the seat the further in my wheels sank.

I found I was stuck, so the first thing I did was to get my engine in order by cleaning one spark plug and replacing the broken one with another. Then I set to work trying to haul that blamed machine out on to dry land. A half mile away there was the prettiest country road you ever saw, hard and firm. I figured that if I could drag my machine there I could be off again, but dragging it proved to be one of the hardest jobs I ever undertook. After I had plowed through water and almost to my knees in mud I managed to drag the infernal thing about half way to the road. It took me half an hour.

Caught in the Mire.

Some of the more venturesome, or perhaps inquisitive, waded out into the bog where I and my machine were mired. I was glad of this help, for by getting about fifty men to put their shoulders beneath the biplane I managed to get it moved out of the bog over a couple of fences and into the road.

My difficulties were just beginning, however. That road was just wide enough for my plane to pass along it without six inches of clearance on either side. On one side were telegraph poles; on the other were heavily foliaged trees, the branches of which overhung the road. To add to my troubles the various automobile parties declined to clear the road for me, fearing apparently that they might miss a good view of my ascension.

At last I did manage to get the road somewhat cleared and got away. To rise above that road was one of the hardest feats of airmanship I have ever been called upon to perform. I had to duck beneath some branches and rise above others, and all the time I did not have clearance on either side. When I finally got above the woods and on my way again I can tell you I was happy.

I intended to go back to Governors Island over the same route that I had followed on my trip to Philadelphia, but once above those trees I was so exasperated with the delay I had experienced that I determined to head right straight up the coast, towns or no towns, and take a chance.

I flew high, of course, and presently found myself above Jersey City. Right there is where I had one of my few uneasy moments on the trip. The first thing I knew one of my cylinders missed fire. Then all of a sudden it started going again, and then two of them went out together.

Up 2,000 Feet.

With only six cylinders I didn't have a chance to maintain my altitude, and I turned and scudded for the open bay. If I was going to fall I did not want to light on a Jersey City housetop. I was two thousand feet high at the time, and so had plenty of leeway, for I could make at least a mile before coming to earth even if I shut my engine off entirely. Luckily for me it did not come to this.

I got out over the bay, and, although it was getting dark and was hazy besides, I presently picked up the Statue of Liberty. I was not sure at first whether it was the statue or one of the tall buildings in lower Manhattan, but it wasn't long before I located myself and then sighted Governors Island.

I had been falling so rapidly that by this time I was only about two hundred feet in the air, and once over my landing place I did not indulge in any pirouetting. I shut off my engine and glided to earth easily and comfortably, but I could not have gone five miles further to save my life.

The propeller that brought me home was the second one that I used up on the round trip, and both of them were broken in ground accidents. The first accident occurred just as I was about to get away from Governors Island on schedule time. I had started my engine, was in my seat, and was just moving over the ground when one of the wheels picked up a heavy bit of wood which had been imbedded in the turf.

As ill luck would have it, the piece flew directly into the plane of my rapidly revolving propeller. It hit one of the wings and, snap, it was broken. Just about then I thought that the whole flight was off. I knew that I could never make the round trip to Philadelphia using the old propeller which had served me in my Mineola flights, and I knew, too, that Curtiss's propeller would not fit my machine. Nevertheless, Curtiss and I determined to try it, and after much tinkering and hammering we fixed it on somehow, and I got away about a half hour after schedule time.

Fog Worried Him.

There was a heavy fog over the water, and when I ascended I couldn't even see the Statue of Liberty. Before going up, however, I had held a consultation with half a dozen army officers, and they finally had agreed on the general direction in which the Kill Von Kull lay. With this in my mind as my only guide I went aloft.

I knew that the tall chimney of the oil works on the Jersey side of the Kill had been standing yesterday and I took it for granted that it would be standing to-day. So I set sail for where I thought it ought to be. Presently the odor that greeted my nostrils told me that I had guessed about right, and looking down I could discern the chimney. I was about three hundred feet above it, but the smell of oil was strong.

I had my bearings now, and presently swung over the Baltimore & Ohio tracks. I followed these until they crossed the Pennsylvania tracks, and then I turned over the latter. Five minutes later I caught a glimpse over my shoulder of THE TIMES special train speeding along behind me. The painted roof of one of the cars showed out as clear as daylight, and I couldn't mistake the train.

Presently the train and I were running evenly, I being perhaps a little bit in the rear. Our relative positions changed now and then as I took advantage of clear ground below to increase my speed. We kept pretty close together, though, and I certainly traveled according to schedule.

I should have liked to keep behind the train, so that those on the observation platform might have a good view of my craft and myself. The reason I did not was because of the cinders. They tell me that the cinders were something frightful for those on the open observation platform. Believe me, you did not suffer half what I suffered from them. One cinder stuck in an eye for fifteen minutes, and, try as I would, I could not get it out. It pained frightfully, and I was compelled to keep the eye closed. This was a distinct handicap, because, after flying for a time one's eyes become mist-covered and one can see only through a veil of tears.

Nearly Blinded Aloft.

That is the reason I don't know more of what passed beneath me. I constantly swabbed my eyes out, but with the cinders and the rush of wind I had all I could do to see at all.

One thing I did see, however, was my wife and my mother waving handkerchiefs to me from the rear of THE TIMES train. I waved back to them, but I don't suppose they saw me. I received a striking example of the inability of one on a swiftly moving train to catch the signals of a man flying above them.

It was just before I took leave of THE TIMES special at what I thought was the junction of the Pennsylvania and Baltimore & Ohio tracks. I realized then that I must come to ground mighty soon, because of those two broken spark plugs, and I was figuring on alighting on the tracks. However, I soon found that I couldn't do this, because THE TIMES special kept directly beneath me. I could not drop behind it, and I did not dare drop in front of it. So I waved my hand repeatedly to the engineer, trying to signal him to put on speed and get out of my way. I guess he didn't see my signals.

The flight showed one thing, and that is that apparently I can fly as safely over thickly populated cities and towns as over level plains. Yesterday was the first time that I ever did this except once when I flew over El Paso, Texas, and it also was the first time that such a feat had been performed by any aviator.

Sped Close to Trenton.

I flew over Trenton at what was almost a recklessly low altitude. Trenton, you know, is a bad town for an aviator to be above. There is no chance for a man to land, and even the railroad tracks on which I had depended in other ticklish positions were rendered useless there because for a goodly distance they are laid in a deep cut.

All told, there is about a mile and a half of Trenton where a man could not land to save his life, unless he were up fully 3,000 feet, which would let him coast over the danger zone. I was up only about 300 feet, because I wanted to avoid a contrary air current. My engine was running beautifully then, never missing at all, so I simply took a chance. All things considered, I guess it was a real chance, too.

I governed my flight as near to schedule as possible. I had my watch slung around my neck and dropped down inside of my shirt, where I could reach it easily, and I consulted it frequently. I could have made faster time than I did, but I thought it unwise to strain my engine, and seldom did I open my throttle to its fullest extent.

The trip taught me that my present engine cannot be depended upon for long-sustained flights. It has had too much use and is pretty well worn. By next week I am going to have a new one installed—one that will carry me wherever I may want to go.

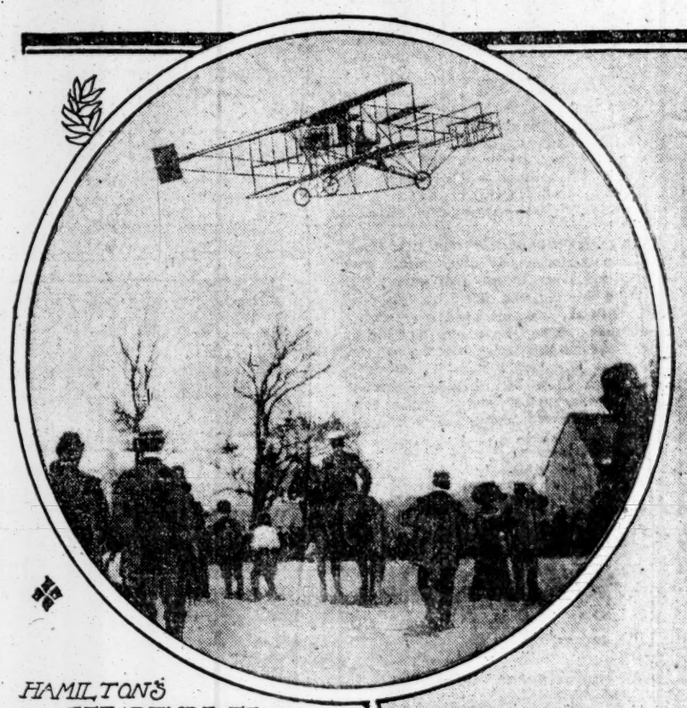
I didn't get up to Yonkers yesterday and so I did not beat Paulhan's long-distance record. I confess I am a little bit disappointed. However, I broke the American record for sustained flight in a point-to-point trip, and so I suppose I ought to be satisfied.

One of the funniest things I observed on my trip was the way the noise of the locomotive's toots mixed me up. I could hear it, of course, but for a while I didn't know what was the matter. The noise seemed to come from behind, where my engine was thumping and buzzing, and at first I thought that something had gone wrong with it. I was trying to figure out just what could have happened, when I suddenly realized what the noise was and what it meant. It was a very pleasant conclusion.

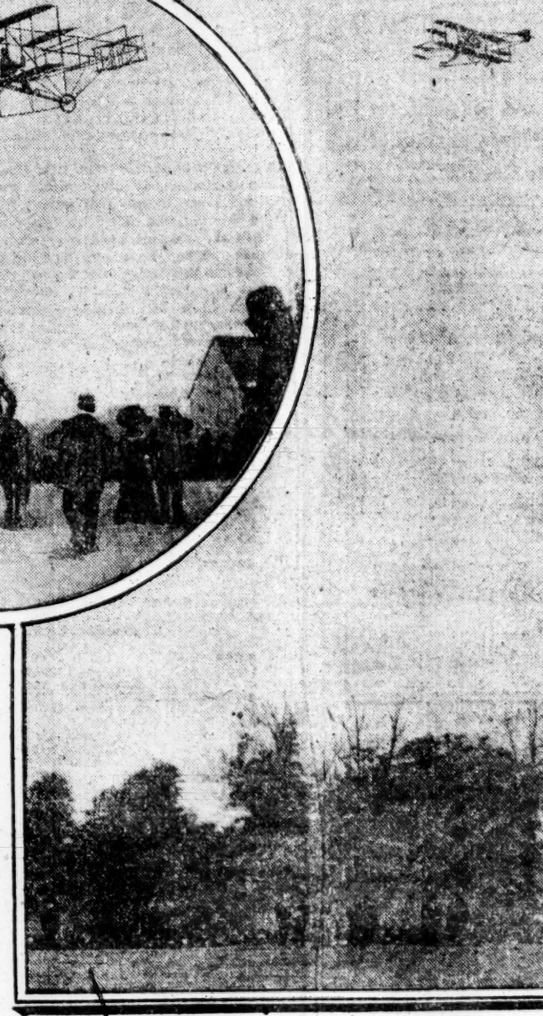
You know the noise and vibration of an aeroplane engine almost deafens the operator and generally finds him when he comes to earth with a splitting headache. You might think that a ringing in the ears and an ache in the head were not the pleasantest things in the world, and yet I would not feel happy right now if my head did not ache and my ears did not ring, so long as the aching and the ringing comes from a fine flight in three States."

Chas. K. Hamilton

Hamilton's Arrival at Philadelphia and Departure



HAMILTON'S DEPARTURE FROM PHILADELPHIA



HAMILTON'S ARRIVAL AT PHILADELPHIA. ©PICTORIAL NEWS CO.

HAMILTON HANDING GOV. HUGHES'S MESSAGE TO GOV. STUART

INTER-CITY GREETINGS.

Hamilton Bore Letters from Governor, Mayor, and Newspaper In Both Trips.

Hamilton carried to Philadelphia letters from Gov. Hughes of New York to Gov. Stuart of Pennsylvania, from Mayor Gaynor of New York City to Mayor Reyburn of Philadelphia, and a message of greeting from THE NEW YORK TIMES to The Public Ledger of Philadelphia.

This was Gov. Hughes's letter:

State of New York, Executive Chamber,
Albany, June 12, 1910.

Hon. Edwin S. Stuart, Governor of Pennsylvania.

My Dear Governor: I take pleasure in sending by the hand of Mr. Hamilton, who, I hope, will have a most successful journey, my cordial greetings and best wishes. Sincerely yours, CHARLES E. HUGHES.

Mayor Gaynor wrote to Mayor Reyburn of Philadelphia:

City of New York,
Office of the Mayor,
June 9, 1910.

Dear Mr. Mayor: Mr. Charles K. Hamilton, under the auspices of THE NEW YORK TIMES, is about to inaugurate with his aeroplane an airline between here and your City of Philadelphia. He has the wish of everybody here that he may succeed, and I am sure that the people of your city have the same feeling. The world is on the edge of great things. Sincerely yours, W. J. GAYNOR,
Mayor.

The Hon. JOHN E. REYBURN, Mayor, Philadelphia, Penn.

To The Ledger from THE TIMES, Hamilton carried this message:

New York, June 11, 1910.

THE NEW YORK TIMES, through the courtesy of Mr. Charles K. Hamilton, herewith presents its greetings and compliments to The Philadelphia Public Ledger in the first message ever transmitted from New York to Philadelphia by aeroplane, and expresses the hope that this message may arrive safely and be the forerunner of a new and important means of rapid communication between the two cities, and thus bring closer to each other their local interests and unite them in all that pertains to the general welfare of their respective communities and that of the whole country.

On his return journey Hamilton brought cordial responses to these messages from Gov. Stuart, Mayor Reyburn, and the staff of The Ledger.

Gov. Stuart wrote at Hamilton's landing place this message to Gov. Hughes and handed it to the aviator with his best wishes for a safe return:

My Dear Gov. Hughes: There has been witnessed to-day the first successful aerial flight between the principal cities of New York and Pennsylvania, under the auspices of The Philadelphia Public Ledger and THE NEW YORK TIMES. I received with pleasure the greetings that you conveyed by the aviator Mr. Charles K. Hamilton. I trust that these expressions of courtesy betwen the executives of the Empire State and the Keystone State will more closely cement the cordial relations already existing. I am, with great respect, yours sincerely, (Signed) EDWIN S. STUART,
Governor of Pennsylvania.

Mayor Reyburn's letter to Mayor Gaynor was as follows:

Hon. W. J. Gaynor, Mayor of New York.

Honored Sir: The City of Philadelphia, which witnessed the first scientific kite flying under the guidance of Benjamin Franklin, to-day welcomes the aviator Charles K. Hamilton on his flight from New York to Philadelphia and return under the auspices of The Public Ledger and THE NEW YORK TIMES. It is fitting that at this early date in the operation of aeroplanes the two great sister cities of this country should be linked by another tie, added to the many that already bind us together. William Penn acknowledges the greeting of Father Knickerbocker, and I send to you and your citizens in return Philadelphia's greetings and hearty congratulations on the fortune of both cities in witnessing this modern achievement that marks another step in the rapid conquest of the air. Sincerely yours,
JOHN E. REYBURN, Mayor.

The Public Ledger's response to THE NEW YORK TIMES, via aeroplane, read:

Philadelphia, Penn., June 13, 1910.

The Public Ledger, in herewith acknowledging the receipt of the message of greeting from THE NEW YORK TIMES, this day delivered by Mr. Charles K. Hamilton, who for the first time made the journey between the two cities by aeroplane, recognizes the event as marking an epoch in the progress of mankind. It is The Public Ledger's earnest hope that this new means of communication, so auspiciously begun, will be assured by the safe return of the aviator to New York, that it will open new paths of public usefulness and progress, and that it will strengthen the bonds of fraternal good-will that should subsist between the metropolis of Pennsylvania and that of New York.

The letters to Gov. Hughes and to Mayor Gaynor will be delivered by Mr. Hamilton to-day.

The messages from Gov. Hughes and Mayor Gaynor to Gov. Stuart and Mayor Reyburn, with THE TIMES's message for The Ledger and a copy of Monday's TIMES, which Hamilton was to carry down to Philadelphia, were on the water yesterday morning at 5 o'clock in the Alma II., since no chances were to be taken on them not reaching Governors Island in time for the aviator to transport them.

The Alma II., in charge of Capt. Frank P. Pratt, its owner, swung into the West Forty-second Street pier at 4 A. M., having on board C. M. Hilliker, Vice Commodore of the Colonial Yacht Club; Frank Toten, Commodore of the Colonial Yacht Club; Capt. Seligman Cohen, and William N. Polock, first-class sailor.

THE TIMES party, with the latest copy of THE NEW YORK TIMES and the message from Governor to Governor, boarded the craft at 4:45 o'clock, and were at Governors Island at 5:30 o'clock. Hamilton had them in his pocket before 6.

NONAGENARIAN WHO SAW IT.

Manning Daniels of Metuchen Was in the Observatory of His Own House.

Special to The New York Times.

METUCHEN, N. J., June 13.—Manning Daniels, a ninety-year-old resident of this town, is the happiest man here to-night. Mr. Daniels viewed Charles K. Hamilton's flight over here on the first leg of his trip from New York to Philadelphia and back under the auspices of THE NEW YORK TIMES and The Philadelphia Public Ledger, from the observatory on the top of his home.

Mr. Daniels had a view of Hamilton while the aviator flew through about forty miles of air, and at no time was the flyer more than 500 feet above the ground. Mr. Daniels estimated his speed as he passed over Metuchen at about seventy-five miles an hour.

"There never was a more thrilling spectacle," said Mr. Daniels to-night. "I had a long view of Hamilton and at every moment while I was watching him, he flew on an even keel and with no apparent effort. I could see him plainly as he sat in the small seat of his aeroplane, and he appeared to be sitting perfectly still. His craft did not rock, and it might have been running on tracks for all the lateral motion it had."

PRAISE FOR THE TIMES.

Mayor McEwan of Albany Says It Has Done Much for Aviation.

Special to The New York Times.

ALBANY, N. Y., June 13.—The successful flight of Charles K. Hamilton from New York to Philadelphia and his return with only a stop at South Amboy, N. J., has increased the desire of Albanians to have Glenn Curtiss include Albany as one of the stops in his proposed flight from New York to Chicago. Mayor James B. McEwan is among the most enthusiastic advocates of aviation.

"THE NEW YORK TIMES," he said, "is certainly deserving of great praise for its assistance in the endeavor to conquer the air and make aviation successful. It would please me greatly, as well as all Albanians, to have Glenn Curtiss favor Albany by dropping down upon us when he flies from New York to Chicago."

Odd Lots of Stock

For the Thrifty.

The judicious purchase of a few shares of dividend paying stocks is an attractive method of saving.

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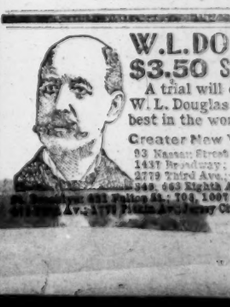

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In a special sale today that you'll always remember because of the extraordinary values. It's a simple but hapless story of conditions beyond a maker's control—a backward season brings these handsome Parasols to you at these extremely low prices. Stunning conceits for smart dresses. Ideal effects for the promenade and beach and striking ideas for coaching, together with a wonderful collection of simple but rich sunshades. We hope to have enough to last all day, but of course early choosing is preferable.

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VISIT OF HAMILTON STIRS PHILADELPHIA

Governor Stuart, Acting Mayor Stearns, and Throng of 100,000 Greet Him at Field.

ROOFS ALL ABOUT FILLED

Messages from Gov. Hughes and Mayor Gaynor Delivered and Replies Returned—Wait for Return.

Special to The New York Times.

PHILADELPHIA, June 13.—Gov. Stuart and from 75,000 to 100,000 of his fellow-citizens saw the finish of Charles K. Hamilton's flight from New York to this city under the auspices of THE NEW YORK TIMES and The Philadelphia Public Ledger. Hamilton carried this throng out of themselves as he circled four times over the field where he was to alight, and finally dropped to within twenty feet of the ground, landing in a long glide and coming to a stop within fifty feet.

Hamilton had been 1 hour and 50 minutes in his journey from New York. Two hours and seven minutes later he was off on his return flight.

The field in which he landed was an irregular triangle, bounded on one side by the Pennsylvania Railroad, on another by a long branch track and Nicetown Lane, and on the third by a farm with a low building and fence rows. From the first of these two sides the land sloped rapidly upward, and it was there that the thousands were massed. It was over the third side that Hamilton approached.

By 7 o'clock this morning people were seen dotting these slopes, and the number increased until long after Hamilton's arrival. But the police were everywhere around the triangle, presenting an almost continuous line along the first two sides. They had little to do but admonish until Hamilton landed. Then they had a sharp struggle with the thousands who swarmed in from all sides to welcome him.

Cheers went up when, at 7:40 o'clock, the flag on the pole at the Potter Oilcloth Works, near by, announced the start of the flight. These were augmented in volume and enthusiasm when the same signal told that he had arrived at Trenton, and then at Torresdale. Those who had come doubting were convinced. The signal for Torresdale was run up at 9:02 o'clock. A few minutes later Gov. Stuart arrived in the automobile of George W. Ochs, publisher of The Ledger, accompanied by Acting Mayor Stearns and William F. Gleason, Mayor Reyburn's secretary.

Governor Watches His Stunts.

Hamilton was sighted in the distance just as the Governor clambered through the cut in which the branch track ran. It was then 9:18. Hamilton came swiftly on, steering his way right over a brown barn that was in the middle of his side of the triangle.

"Wonderful," exclaimed Acting Mayor Stearns. "See how he floats and how he steers straight for the spot."

Hamilton was then directly over the field, having risen to a height of about 400 feet. A jubilant pandemonium of Kensington's whistles burst forth, and the throng cheered lustily.

Hamilton flew straight over Gov. Stuart's head, and far out from the field, taking a long turn over the railroad and then along the farmside of the triangle. He made four circuits of the field varying his height from 300 to 100 feet, came down at an angle of 45 degrees, shutting off his engine on the downward swoop, and landed.

Hamilton had arrived over the field at 9:24. He alighted at 9:26.

"That is the most beautiful thing I ever saw," said Gov. Stuart as he started on a trot across the field. "And the best of it all is that he was thoughtful enough to give all these people an opportunity to see his machine in action."

It was the first aeroplane flight that the Governor had ever seen, though he admitted that he had watched "those dirigible things."

Crowd Rushes Upon Aviator.

Now the troubles of the police began. From everywhere came men, women and children, madly tumbling over rocks and hillocks. The mounted men dashed for the biplane. The patrolmen, too, managed to keep pretty well in the van. The police were soon around the machine, keeping most of the surging crowd around them from it. The bluecoats were good natured and many persons got close enough to lay their hands on the planes.

Two NEW YORK TIMES reporters were the first to reach the machine after the police.

"Had a bully trip, but I'm a little cold," was Hamilton's summary of his remarkable achievement, after a modest "Thanks!" had been his answer to handshakes and congratulations.

"Have you a cigarette, and can I get some coffee?" were his next words, and then "Let's make our start back from here in an hour from now. I'm afraid the wind will be against me if I wait too long. I want to see New York again."

The crowd surged in upon the machine and broke the police lines and hemmed Hamilton inside a big human wall.

The mounted police came up on the gallop and foot patrolmen lost all patience and laid about them with their long willow sticks. A cleared space was made, and not fewer than fifty photographers rushed in and began their work. To right and left, back and front of Hamilton, the cameras clicked, while he stood silent and smiling near his deflector.

Governor Praises Hamilton.

The police opened a way for the Governor's party. Gov. Stuart grasped Hamilton warmly by the hand and patted him on the shoulder, as he said:

"On behalf of the people of Pennsylvania I most heartily welcome your entrance into our State and do hereby congratulate you."

Hamilton grinned and said nothing.

"However did you manage it, young man?" the Governor asked.

"Oh, it's easy enough if you only know how," Hamilton replied.

Then Mr. Stearns, Mr. Gleason, and others gave him their felicitations.

Mr. Hamilton opened his inside coat and drew out a message from Gov. Hughes and handed it to Gov. Stuart. To Mr. Stearns he gave a letter from Mayor Gaynor to Mayor Reyburn, and to George W. Ochs he handed a package from the THE NEW YORK TIMES for The Public Ledger.

Mr. Ochs put into Hamilton's hands a letter from Mayor Reyburn to Mayor Gaynor. This was a handsome document, with a big gold seal, in a large envelope. It had been wrapped and carried to the field with great care. Hamilton looked at it dubiously for a moment.

"That," he said slowly, "will have to be doubled, I guess."

Doubled it was, despite the nice, heavy paper. Into his pocket it went, along with a letter for THE TIMES that Mr. Ochs gave him. The Governor had been absorbed in looking over the machine. Suddenly he recollected something.

"I guess it is time for me to deliver," he said.

Then he pulled out a letter he had written to Gov. Hughes. The camera men jumped at this. Would the Governor and Mr. Hamilton just each hold a hand on the letter for a moment? They did. The packages from THE TIMES and The Public Ledger contained copies of those papers, the first journals to be delivered by the air route.

Meets Wife and Mother.

Several officials of the Philadelphia Aero Club and others started to read somewhat extensive addresses. These were interrupted by the sudden parting of the crowd sufficiently to permit Hamilton's mother and his wife to find their way to the aeronaut's side.

"I am glad to see you, Charlie," Mrs. Beaudette said, "I enjoyed that [illegible] much."

"Thanks, Ma," [illegible]

"Charlie, it wa[illegible]" [illegible]

Remarkable Scene on the Times's Train

Hamilton's Mother and Wife Salute Him from the Tender of the Locomotive.

PHOTOS. © PICTORIAL NEWS

ARRIVAL OF THE NEW YORK TIMES SPECIAL TRAIN AT JERSEY CITY

A HAPPY WOMAN IS HAMILTON'S WIFE

She Knew He'd Succeed, for He Knows Every Capacity of His Machine.

Mrs. Charles K. Hamilton said last night that she was literally "the happiest

said to him, as she shook hands with her husband.

"Thank you," was again the reply.

"I want to measure how much gasoline I used coming down," was Hamilton's next statement, right on the heels of his greeting to his wife, and that sentence showed clearly the bent of his mind. Doty and Nyquist completed their measurements and Hamilton said he had used up eleven gallons of gasoline and three gallons of lubricating oil on the first leg of his intercity flight.

"Don't load those tanks up full for the return," he told Doty. "I don't want to be too heavy when I start, and I don't need full tanks. Fifteen gallons (sufficient to run 120 miles) will be enough."

"How did you break your propeller this morning?" a TIMES reporter asked Hamilton.

"That made ground at Governors Island was so soft from the rains of the last few days," Hamilton said, "that the three chassis wheels sank away into the earth, and it was hard going. This brought the propeller near the ground and it hit a stake, splintering it for a considerable distance from the tip. There was some excitement around there. So I forgot my cap, and I had to ride bareheaded all the way and—No, thanks," declining half a dozen proffers of caps made by bystanders. "I'll go back as I came; guess it won't hurt me any—the darn moisture got into my hair and made me feel pretty cold on my head once in a while."

Troubled by Fog at Start.

"Did you have any trouble in steering your coursé along the route you had determined upon?" he was asked.

"I did at the start. It was very foggy in several places down the bay from Governors Island. On account of it we came pretty near not getting away this morning, because I couldn't see very much once I got off the ground and over deep water, where the fog hung low. Also that bum propeller accident nearly spoiled things for us all."

"What was the greatest height you reached during your flight?"

"Fifteen hundred feet, going down the bay. But the fog was so heavy between me and the water that I couldn't locate the beginning of the Kill von Kull and had to come down to 500 feet, which hemmed me in pretty well between the buildings on the Jersey shore and the Staten Island hills. I guess that while I was up 1,500 feet I did navigate over Staten Island by accident, but fortunately found my way back again to the water.

"Going across the water, when my machine was at its heaviest, I had the wind against me all the way. But when I turned over the land at Elizabethport conditions grew better, except for that cylinder skipping on account of a sooty spark plug.

"Just as I flew over Bristol it started to rain up where I was, and so I hit it up in order to get down here before I ran into a real bad shower."

Oldest Aeronaut Greets Him.

Prof. Sam A. King, the oldest aeronaut in the country, who made his first ascension in 1851 and still has a balloon in which he plans to ascend this Summer, greeted Hamilton.

"I never thought I'd live to see it—but my, how I've wanted to," was the greeting he gave the young flier. If I owned your craft I'd take her up this minute. I've seen some great ballooning in my day, but this flight means that the ballooning days are done. No wonder Capt. Baldwin's turning to the aeroplane. Maybe I can do it, too."

T. Chalmers Fulton, President of the Pennsylvania Aero Club and pilot of the balloon Ben Franklin, which is now in commission, agreed with his companion that Hamilton's flight marked the end of public interest in lighter-than-air machines.

G. Hilton Gantert, a Philadelphia friend of Hamilton, invited him downtown to have some coffee, and Hamilton climbed into Mr. Gantert's automobile with a couple of reporters and P. L. Young, his business representative.

"Don't forget to come back, Charlie," called Mrs. Hamilton, as he was whirled away.

Gov. Stuart then announced that he must go, and he was taken to North Philadelphia Station in an automobile.

"What is your opinion of the whole thing?" the Governor was asked.

"It is surpassingly wonderful," he replied.

"Would you like to try it?"

"Well, I don't know," replied the Governor. "Governors must have backbone, but they mustn't go up in the air."

Mr. Stears, who left with the Governor, said:

"I think that the most significant thing of the whole day is the last sentence of Mayor Gaynor's letter: 'The world is on the edge of great things.' Aviation is certainly no longer an experiment, and to-day's flight was marvelous."

Hamilton was taken to the Majestic Hotel, where James McCartney, the manager of the Majestic, gave him a hearty welcome, and then introduced about twenty pretty, blushing girls. Hamilton returned as quickly as possible to his "coffee and cakes and cigarettes," the extent of his order, and then made a rapid return to the starting field.

Bevy of Girls Introduced.

On the way there his car was caught in a traffic block on Broad Street. Just ahead of the motor car in which Hamilton was riding was a handsome young woman in a smart-looking trap. She caught sight of the aviator and immediately recognized him. Then she pulled up alongside and held out her right hand, saying:

"Fine! Fine! I'd like to shake hands with you, Mr. Hamilton. That is the greatest thing I ever saw, and I'm awfully glad I was at the field to see it. That was simply wonderful."

Whereupon Hamilton smiled and, as usual, said nothing.

As Mr. Gantert's automobile sped up Broad Street people on the sidewalks and in vehicles recognized Hamilton, and he was cheered continuously for the three miles.

Meantime Nyquist and Schriver, the mechanicians, had been going over the biplane. They found little wrong and quickly righted the cylinder that had been missing. They had just finished a thorough overhauling when Hamilton returned at 11 o'clock.

By this time Nicetown Lane, which had been empty when the aviator arrived, was packed with automobiles. Automobiles as well as pedestrians were still coming when Mr. Hamilton sailed away toward New York.

Hamilton had no words after his return for any one, family or stranger. He went over the whole machine, nut by nut, bolt by bolt. To a person who asked him if he was going to do any fancy flying in Philadelphia this trip he shortly replied that he was not because it looked like rain.

There was some difficulty about getting the proper grade of cylinder oil for Hamilton's biplane, although specific directions as to the quality desired had been wired to Philadelphia in advance. Against the protests of his two mechanics Hamilton finally decided that the difference between what had been supplied and what had been ordered did not warrant waiting longer, and he gave orders to fill the lubricating oil tank with the substitute. This was later to cost him rather dearly, for it was the grade of oil he got in Philadelphia that had much to do with the sooting of his spark plugs and compelled his descent at South Amboy.

When everything had been inspected, Hamilton showed the policemen how to help him get the machine into motion. Then he waited with impatience for the special train which had been switched away. He waited until rain was falling, then gave the signal. The machine was trundled along the ground for about fifty feet and then started on a slow rise. It was then 11:33.

The aviator reached the railroad, now about 100 feet in the air, and made a turn to the northeast. "I think he is off for New York," cried some one. The biplane was rising and increasing its speed over the farm buildings. It was a speck in the distance almost before the throng realized that it was leaving them. Philadelphia's part of the great day was over, and the crowd reluctantly left the field, meeting, and turning back thousands of others.

The crowd on the slopes that flanked Aviation Field was probably the smaller part of those that saw the flight. From roofs and vantage points of all kinds all over the city people strained their eyes for a glimpse of the biplane. The roofs in the vicinity for squares around were black with humanity. Proctor's Oilcloth Works dismissed its workmen at noon. Many of the schools told the children that the remainder of the day was a holiday.

Front Street runs up rather steeply from Allegheny Avenue to Erie Avenue, and the houses at the top of the rise were gathering places for all who could scrape an acquaintance with the owners. The bridge at Erie Avenue and Front Street, about a quarter of a mile from the field, was early occupied to the extent that traffic would allow.

All the newspapers displayed bulletins chronicling the events of the flight, and the number of men that stood to read them reminded one of the closing days of the baseball season.

not nervous about his physical safety. I know, as I have told you, that he takes no unnecessary risks and is not reckless, because he always investigates with a fine analytical mind the causes and effects of all his actions.

"There were moments during to-day's flights that were very trying—those moments when we were looking for him near South Elizabeth. That I was the one to locate him first gave me the greatest pleasure, for it's right that I should have been the one, isn't it? And then that time when the mob rushed on him and his machine in Philadelphia and the police did nothing to save Charlie or his biplane from injury or wreck—that was a mighty nerve-racking time, wasn't it?

"The way we chased him up from Philadelphia for those forty miles just showed me how Charlie will stick to a thing he has started until he has finished with it. No one need ever worry about that. When he starts he's in to finish, and he will finish, don't you fret. But what a splendid race he did give us in that little bit of a machine of his. It was almost worth having the train ten minutes late to have enjoyed such an experience.

"I do not know that there is anything I can tell you about how I feel about his being in the aeronautical work. It's his hobby as well as his business, and to my notion I shouldn't interfere with his plans. I knew what he was going to do when we were married, and now I ought to accept his ways, don't you think?

"More than I can tell you I want to thank THE NEW YORK TIMES for the opportunity it gave Charlie to show all these people what a splendid aviator he is, how he does not care about more than ordinary winds, and how he can overcome obstacles. THE TIMES has a very warm spot in my heart for all it did for Charlie to-day, and neither of us will ever forget it.

"I am glad that Charlie broke all American records to-day. I am proud that I never felt the slightest anxiety for his safety at any time during the journey. I knew he would win out. It was in his heart to do these things, and they just had to come out somehow. But again I want to thank THE TIMES and to assure you how very much I have enjoyed its hospitality and how I appreciate its faith in my husband."

SO PROUD OF HIM, MOTHER SAYS

She Never Worried About Her Son—He Always Did Succeed.

If there could have been any one happier than Hamilton's wife it must have been Mrs. N. M. Beaudette, his mother, who witnessed her son's remarkable record-breaking flight from THE TIMES's special train. She was as happy as a schoolgirl last night over the termination of Hamilton's journey.

From the time when Mrs. Beaudette greeted her son at his Philadelphia landing place with a "Well done, Charlie," till she welcomed him in the evening at Governor's Island, Mrs. Beaudette said she had had the finest day of her life.

"Charlie achieved what he sought to do. Isn't that enough for any mother to know about her son, when the thing performed was a meritorious, praiseworthy accomplishment?" she said. "It is utterly impossible for me to tell you how I feel about it. 'Happy as a schoolgirl' doesn't begin to express it.

"I feel the way my daughter-in-law does about Charlie's work. He is happy in it; he does it conscientiously; he never breaks his word about a start or an attempt; he doesn't fear the winds that really are not dangerous if an aviator is clever enough to know how to handle himself, and he never either boasts about what he can do or runs down the accomplishments or lack of accomplishments of others.

"There were times to-day when I was uncomfortable about Charlie's effort, but I was uncomfortable for him, not really about him. I knew he'd succeed. He always has succeeded in everything he's tried, and while to-day's flight was a little more ambitious than anything he has ever attempted before, he was certain of success before he started because he had thoroughly prepared himself for the test.

"I think that was a perfectly grand race we had between THE TIMES's train and Charlie's aeroplane this afternoon. I wouldn't have missed it for the world. And to think that I should have been the first one on the train to have seen him as we caught up with him, just as his wife was first to see Charlie this morning near South Elizabeth. One couldn't expect much better luck than that, let alone have it, could he?

"I think that THE TIMES's idea of how to promote the art of aviation is fine and splendid, and I am sure it will reap success. The way to encourage individual effort is the way THE TIMES treated Charlie, and it is individual effort that always advances an art or a science, not the collective actions of people. The latter may clinch the movement, but it requires leaders to start it.

"That, I think, should be the line along which modern aviators should work. When the perfect engine is evolved human flight will have passed from the miraculous to the commonplace; instead of being the accomplishment of the few it will become the habit of the many. I speak with feeling on this point, because ever since I was a girl I had the same desire to fly that now actuates Charlie. I do believe that he is never so happy as when up in his aeroplane.

"I wish to express my gratitude to THE NEW YORK TIMES for all it has done to-day for Charlie and myself. I think the success of the trip is due in great measure to the forethought expended upon minutest details by THE TIMES's staff.

"Let me repeat that I enjoyed myself thoroughly to-day, was not the least bit anxious about my son's safety, and never worried in the least about his success. I knew he'd win because he has it in him to win. THE TIMES gave him his opportunity, and he has made good, now, hasn't he? Oh, I'm so proud of him."

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All Druggists, two sizes, 25c and 50c.

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Hamilton Flies to Philadelphia.

In less than two hours, without a stop, the daring aviator, Hamilton, flew to Philadelphia from New York, beating express trains. The remarkable feats of the men-birds are making very popular the toy reproductions of airships, and our assortment is very fascinating. At the Summer resorts the favorite sport now is the racing of the toy aeroplanes. Here are the Fliers, and they go:

Olympia at.....$2.98
Latham at.....$3.49
Wright Bros. at.....$7.49
Farman at.....$9.98
Bleriot at.....49c., 79c. and 98c
Yankee Flyer at.....$1.49

Fourth floor, West Building.

The June Undermuslin Sale.

Compare the Values.

These are a few from a great multitude of amazing values in the greatest Undermuslin sale of all.

Gowns.

At 59c. Chemise Gowns of good quality cambric, with insertion of good embroidery, ribbon beading, dainty lawn hemstitched ruffle trimming the neck and sleeves.

At 69c. Fine nainsook Gowns, open front, V neck, with lawn hemstitched tucked yoke, with dainty hemstitched and embroidered band trimming the neck, terminating in a small pointed collar in back; embroidered cuffs to match.

At 79c. Cambric Chemise Gowns, yoke of Torchon lace, back and front run with ribbon, short flowing sleeves trimmed to match.

At 98c. Fine cambric Gowns, V neck, yoke of good embroidery insertions, with embroidery beading ribbon run finishing the yoke, embroidery ruffle on neck and sleeves; others in chemise style, with fine dotted embroidered yoke run with ribbon, lace beading ribbon run and lace edging at neck; short sleeves trimmed to match.

Combinations.

At 98c. Combinations. Cover is trimmed back and front with fine dotted embroidery run with ribbon, embroidery beading ribbon run at waist. Drawers have a dotted embroidered ruffle.

Drawers.

At 49c. Fine cambric circular Drawers, trimmed with lawn hemstitched tucked ruffle.

Petticoats.

At $1.79. Petticoats with cambric top trimmed with wide insertion of lace and one row embroidery and full lace ruffle; another style made with deep flounce of effective embroidery.

Corset Covers.

At $1.98. Low neck Corset Cover, with deep yoke with two insertions of handsome open embroidery, with embroidery beading ribbon run, dainty embroidery edging ribbon run at neck, trimmed back, cluster tucking.

$2.00 J. B. Corsets, 98c.

Four new models. Producing the long, straight hip and long waist effect.

Low bust models, long hip and back. Long hip model, medium high bust. Made of white batiste, supporters attached.

$8.00 Stout Women's Corsets, $3.95. Boned with walohn. Long straight hip model, medium and low bust. Made of white French coutil, supporters attached.

$6.00 Abrast Corsets, $2.98. Excellent model for the average figure. Made of white French coutil, supporters attached. Boned with walohn.

$10.00 Abrast Corsets, $4.98. Boned with walohn. Extreme long hip and back model. Made of white brocaded batiste. Supporters attached.

Second floor, front, East Building.

89c. Silky Scarfs at 49c.

FOR SEASHORE AND TRAVELING. A silk and cotton tissue, in dotted or stripe effects, and some plain crepe effects in sky, Alice blue, navy, reseda, green, red, brown, gray, nile, lavender, yellow, tan, old rose and amethyst. Main floor, center, Central Building.

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An excellent, even, powerful burning blue flame cooking Stove; two burners; great for camp or summer use in city.

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Standard brand; guaranteed grade; 3 ply, ¾ inch, 25 feet, $1.97; 50 feet.....$3.94

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Our famous Prospect Mower, 12 inch, $1.88; 14 inch, $2.25; 16 inch.....$2.49

Motor ball bearing Mower, 12 inch, $2.95; 14 inch, $3.10; 16 in., $3.19

Sherwood Window Screens.

The steel frame Screen that has become so popular because of its wearing qualities, 18x33 in., 31c.; 24x33 in., 36c.; 24x37 in...39c

Automatic Bottle Stopper

AT LAST. What you have wanted for years; made of aluminum, closed tight automatically, except when pouring. Cannot leave cork out of bottle, will not corrode; no dust or microbes or insects in bottle. 25c

Overhead Showers.

Easily put up, very practical and particularly desirable; the famous "Brasscrafters" make, the finest of all. Let us show you why. Free with each shower a rubber hair protecting cap for women and girls.....$10.75

And other kinds of Showers at $9.98 to $16.54

Sternau Holdfast Hand Showers.

For spraying the body and excellent for shampoo use....98c to $2.24

Japanese Lanterns and Parasols

Decorating the lawn for the Fourth or for garden parties.

Lawn Settees, 99c.

Neatly finished, well made, folding Settees.

Reed Suit Cases, $3.75.

Firmly woven reed Suit Cases, leather covering; Keratol binding on all edges; brass lock and strong fastening straps.

Subway floor, East Building.

Quina-Laroche

During Convalescence from All Fevers, La Grippe, Etc.
Invigorating to the Aged, giving new energy to the Debilitated.
Sold by all Druggists.

THE TONIC PAR EXCELLENCE

Beneficial in cases of Stomachal Diseases, Anemia, Chlorosis and the consequences of Childbirth.
Agents:
E. FOUGERA & CO., New York

FOR FAILING STRENGTH

JERSEY THOUSANDS OUT FOR THE FLIGHT

Flock to the Streets and Housetops to Get a Glimpse of Speeding Hamilton.

MEN PAST 90 LOOK IN AWE

"He Has Seen More Country To-day Than I Have in a Lifetime," Says One—Spans Another's Career.

The interest shown by the people of New Jersey in Charles K. Hamilton's aeroplane flight to Philadelphia and return yesterday began at Jersey City and extended through Bayonne, Elizabeth, Rahway, New Brunswick, Princeton, to Trenton, the State capital. It was not confined to the large cities and towns, but was also amply manifested in the smallest hamlets.

The crowds waiting for the return journey to New York were even larger than these in the morning. At some of the points the aeroplane was traveling at such speed that it appeared to vanish into the clouds before the spectators could realize what was passing. In flying over Trenton on his return Mr. Hamilton was about two minutes ahead of THE TIMES special train which created comment among the crowds down below and wonderment, as to whether the train would ever catch up. While no definite estimate could be made as to the number of people in New Jersey who saw the flight, it is safe to say that it was witnessed by several hundred thousand.

The industrious inhabitants of Elizabethport were out early yesterday morning on the banks of the Kill von Kull, waiting expectantly for the appearance of Hamilton in his biplane. The majority of the crowd held copies of THE NEW YORK TIMES and looked to see the aviator passing over their heads at 7:15. When the half hour passed and there was no Hamilton, the watchers began to think that something might have happened to delay him. The Captains of the craft moored near the Staten Island ferry were confident that the weather conditions were fine for flying, as there was a light westerly wind blowing through the Kill von Kull, which would drive away the morning mist.

Boat Crowds Cheer Him.

At 7:45 Hamilton made his appearance in his biplane, skimming at an altitude of 250 feet, over the waterway which divides Staten Island from New Jersey. As the aviator rapidly approached the ferry at Elizabethport, he was saluted with toots from the horns of the tugs and steamboats, and the shrill whistles from the factories along the Jersey shore. As he passed over the ferryboat the passengers waved their hats and handkerchiefs, while a crowd which had been waiting to see him on the deck of the steamboat Tolchester cheered and waved flags attached to long canes they had brought for the purpose.

The motor engine could plainly be heard working at high speed, and it seemed as if the biplane took a sudden spurt when the daring aviator swerved in toward the New Jersey shore, abreast of the Baltimore & Ohio Railroad bridge.

The streets of South Elizabeth were filled with eager sightseers, who had been waiting since 7 o'clock to see the first aeroplane pass over their town, and their patience was rewarded with an excellent view of Hamilton as he flew over Bayway to the Pennsylvania tracks, where THE TIMES special train was waiting. When he crossed the Boys' High School, a three-story building, in South Elizabeth, it was estimated by some surveyors present that Hamilton was 300 feet in the air.

Bulletins were posted in the windows of the local newspaper offices at Elizabeth, giving the time that Hamilton had passed over the town on his way to Philadelphia, and stating that he might be expected to fly over South Elizabeth on his return about 1 o'clock. At 11:40 bulletins were posted that the aviator had started from Philadelphia on his return journey. A number of persons went on the road toward Rahway in their automobiles to meet him, while hundreds of others went by the trolley cars down to Elizabethport to see him fly over the Kill von Kull.

100,000 Jersey City Watchers.

A crowd gathered along the shore at Communipaw in Jersey City shortly before 7 o'clock yesterday morning in the hope of getting a glimpse of Hamilton on his way to Philadelphia. The piers were black with people and all eyes were turned in the direction in which the aviator was expected to appear. Passengers on the ferryboats all seemed to be on the watch for the aeroplane and the greatest interest was shown in the flight of the daring air navigator.

At 7:37 o'clock a shout of "There he is!" went up. From the Jersey Central Railroad ferry an object about the size of a man's hand could first be seen, and then the frame of the aeroplane could be distinguished. The airship was traveling very fast in a southerly direction and appeared from the Communipaw shore to be about 300 feet up. It was in view about three minutes, when further sight of it was shut off by buildings that obstructed the view.

Altogether more than 100,000 people in Jersey City saw Hamilton's morning flight, but last night, though almost that number occupied high places of vantage looking for his return, they did not see him. He was as near to Jersey City as he was in the morning, but the darkness hid his figure.

Colgate & Co. had ordered that all their employes in the building in Hudson Street, Jersey City, be allowed to quit work at 7 o'clock and remain on the roof until Hamilton had passed out of sight. Some 500 employes, many of them girls, remained on the roof by the big clock until nearly 9 o'clock. The Pennsylvania Railroad's terminal buildings in Jersey City were also covered with waiting thousands who saw Hamilton fly out of sight, and the towers of the City Hall were crowded for both the morning and night flights.

Hamilton was seen from Bayonne as he passed over the bay and Staten Island and turned in the direction of Elizabeth.

At Other Jersey Points.

RAHWAY, N. J., June 13.—Hamilton reached Rahway about 7:59 o'clock. THE TIMES special train passed first and was going at a rate of about fifty miles an hour. The airship was about fifteen seconds behind the train.

Hamilton did not pass here on his return from Philadelphia. The special train went through at 12:50 o'clock this afternoon.

NEW BRUNSWICK, N. J., June 13.—Hamilton was first sighted approaching this city at 8:11 o'clock. He passed over the city at 8:15. THE NEW YORK TIMES special train passed through here about an eighth of a mile ahead of the aeroplane. The airship was about 250 feet up, and the buzzing of the motor could be heard by the thousands of spectators. As the aeroplane soared over the city scores of factories set up a chorus of whistles, and the din was increased by the ringing of the bells of three churches.

Hamilton, flying about 200 feet in the air, reached here at 12:33 o'clock on his return, and was greeted by a tremendous crowd, numbering thousands, more than greeted him on his way to Philadelphia. The roofs of the factories, tenements, and, in fact, every place of vantage was filled with persons who were eager to see the man-bird.

The special train was moving at about fifty miles an hour, and was less than a quarter of a mile behind Hamilton as it passed through here.

TRENTON SCHOOLS TURNED OUT.

10,000 Children in the Crowd That Cheered Hamilton On.

Special to The New York Times.

TRENTON, N. J., June 13.—Trenton looked like a vast sea of people with their eyes turned to the sky looking for the newest wonder of the world for more than an hour before Charles K. Hamilton, the daring aviator, showed up in the east this morning at 8:49 o'clock. The people turned out en masse to see THE TIMES-Ledger great air demonstration. There was no discontent because Hamilton did not get started at 7. THE TIMES bulletins sent here were distributed through the crowds and when the word came that Hamilton got away at 7:36 o'clock, and again when he passed Perth Amboy, the crowds cheered THE TIMES for its enterprise.

The roofs of the tall buildings were crowded with spectators, and even telegraph poles were shinned by the small boys looking for vantage points. Schools were late in being called in, the teachers saying that it was a liberal education, beyond what could be taught the children in the hour they might miss at school.

Mayor Madden was at the City Hall ready to go to any spot in his automobile where Hamilton might land. Col. Mahlon R. Margerum, Secretary of the Inter-State Fair Association, and the former manager of Hamilton when he was here some five years ago with a contrivance which did not make many successful flights, and which was clumsy beside the bird machine he had to-day, was on hand to lend any aid which the aviator might need should he get in trouble.

Soon the watchers were repaid by the man-bird coming into view at 8:48. He was flying quite low, and when his machine went over the Delaware River bridge of the Pennsylvania Railroad it was directly above THE TIMES-Ledger special train. Two minutes afterward Hamilton was out of sight going full speed toward Philadelphia.

The telephones rang in THE TIMES special observation point on the cupola of the State House, and many eagerly asked questions as to when the return would be made.

When Hamilton passed over on his outward-bound voyage School Supt. Ebenezer Mackey asked THE TIMES correspondent to notify him when a bulletin of Hamiltons return was to be and he would turn out the schools. That bulletin was sent to Prof. Mackey at 10:33, and he ordered the school teachers to be ready to take their children out and give them a view of the aviator. When Hamilton passed over the city at 12:09 o'clock he might have seen some 10,000 school children congregated in spots watching his wonderful feat.

The crowd in the streets and on the buildings was more dense at the noon hour when Hamilton was first espied coming like the wind from Pennsylvania. He passed over the city at 12:09, and his train was about two minutes behind him. When Hamilton passed over the city he must have heard the cheering. His machine was going about seventy miles an hour, so it seemed to those who knew speed, and he went away easily in the easterly direction, closely following the Pennsylvania Railroad tracks.

REMEMBERS STAGE COACHES.

James Wilson, at 92, Has Now Seen the First Aeroplane Flight Over Jersey

Special to The New York Times.

BURLINGTON, N. J., June 13.—Of the hundreds who from this city watched Hamilton on his thrilling New York-Philadelphia flights to-day none was more enthusiastic than aged James Wilson, a retired contractor, who will be 92 years old on his next birthday. Mr. Wilson's presence in the crowd was remarkable in that he declared Hamilton's feat carried his own life span over the entire history of mechanical transportation. He was 18 years old when the "John Bull" made its first trip on the old Camden & Amboy Railroad, and he has seen conveyances develop from the ancient stage coach to the modern aerial flier.

"The first train excited just as much curiosity as the airship to-day," said Mr. Wilson, who despite his age and the fact that he does not use glasses was one of the first to sight the biplane on its trip to Philadelphia as it soared a thousand feet over the Delaware opposite this city. He had watched for the airship since dawn.

"In a few years I expect flying machines will be just as numerous as automobiles are to-day. Men have learned to go a mile a minute on steel rails and rubber tires, to speed safely under the water in submarine boats, and have overcome the last problem by navigating the air. This is the last great feat of transportation I shall enter in my log of life. It has been an age well worth living in."

Factory whistles were to announce Hamilton's appearance across the Delaware, and when a big siren cut loose a series of toots at 5 o'clock this morning hundreds leaped from their beds to windows, believing the aviator was making an early flight. This, however, was merely a call to work. When Hamilton was seen on the Pennsylvania side of the river a chorus of factory and fire whistles greeted him. It was then about 9:02 o'clock. The river front, roofs, and windows were crowded with spectators, while many climbed telegraph poles and trees to get a better view.

The biplane passed on its return trip at about noon, and although its coming was unexpected before early afternoon the whistles again drew hundreds to vantage points. The swish of the propellers was plainly heard as Hamilton drove the machine to a dizzy height when opposite Burlington Island.

Aged Frank Frazier viewed the second flight. He is nearly as old as Mr. Wilson, but has never seen New York, and in fifty years has not set foot more than ten miles from Burlington. He refused to believe the airship has passed down the river, but was near enough to see Hamilton on his return. He was as delighted as the children around him when he saw the big birdlike machine soar and dip above the Bristol, Penn., housetops.

"That fellow sees more country to-day than I have seen in all my life," he said.

Mayor Farner was an interested witness of Hamilton's flight.

"The newspapers engineering this feat are deserving of the highest praise," said the enterprising official. "They have been first to show this section of the country what we may expect as hourly occurrences within the next few years."

PRINCETON STUDENTS UP EARLY

And They Had a Fine View of Morning Trip—Saw Return Flight, Too.

Special to The New York Times.

PRINCETON, N. J., June 13.—Princeton was astir early this morning to get a glimpse of Charles K. Hamilton and his biplane on his flight from New York to Philadelphia. Most of the watchers expected him to fly above the borough and consequently but few people saw him pass.

The first report of his appearance came from Dial Lodge, one of the upper class clubs of Princeton University. Charles Olcott, a junior from New York City, and Edgar Wheeler, a junior from Montclair, were the first to see him. He came into view at 8:30 o'clock, and remained in sight for about five minutes.

Hamilton could easily be seen as he sat in his seat. His aeroplane looked like a great bird as it passed over Princeton Junction, but its outlines could be clearly made out. Princeton is elevated considerably above the Pennsylvania main line, and hence the course of the aeroplane was plainly visible.

The aeroplane appeared to be under perfect control. It sailed by at an even rate of speed and its elevation remained the same as long as it was in view.

On his return trip from Philadelphia Hamilton passed over Princeton Junction at 12:17 o'clock, a short distance ahead of the special train. He was going so fast that it seemed as if the train could not keep up with him, but it overtook him shortly after the Junction was passed. Hundreds of the commencement visitors went to Brokaw Field, where a good view was had of him.

Small boys climbed telegraph poles, and at Princeton Junction there were scores of automobile parties who saw the aviator plainly.

WARM PRAISE FROM CURTISS.

"Hamolton's flight to-day," said Glenn H. Curtiss last night, "was not only the longest flight ever made between two cities and return, but it was one of the most dangerous—perhaps the most dangerous—that I know of. In France, you see, the aviators have almost everywhere underneath them spreading green fields, often not even cut by fences, and an aviator has no difficulty in finding a good landing place on short notice.

"Consider Hamilton's flight to-day. Leaving here, he flew out across the water, which, as any novice knows, is full of dangers, and then out into a more or less wild country, following only a railroad track. Suppose something had gone wrong with his engine while he flew above those tracks. For most of the journey's length he would simply have had to drop to the tracks and take a chance.

"And you never can tel labout these engines. Here you have a fifty horsepower engine throbbing in a framework that weighs only 100 pounds. There are so many things that can happen—I don't say they happen so often as to deter aviation—to parts of the engine or the framework. If the engine stops there is nothing to do but to go down. And the fall is quick, with the aeroplane racing through the air at the rate of from fifty to a hundred miles an hour. Think of what might have happened to Hamilton if his engine had gone wrong above those railroad tracks, with nothing on either side of him except wild woods.

"Hamilton has very remarkable nerve and skill. Nothing else would have determined him to make this trip to-day, and nothing else would have carried him through it. It is an achievement that all his friends, including myself, are proud of.

"I am only sorry that I did not go out to South Amboy this afternoon to help him with that propeller. I did not find out about it in time to make a start. The propeller that he broke early this morning in making his start from the island was a new one of his own. The one he substituted for it after a stump had shattered it was the one I used on my trip from Albany to New York. The one sent to him this afternoon was an old one that he used for short flights only. It was split and coppered together. He had nerve to use it, though, and skill to bring himself through on it."

THE MACHINE THAT DID IT.

The aeroplane with which Charles K. Hamilton made a cross-country flight of 175 miles (counting a detour of three miles near South Amboy, which must be added to the 172 miles between Governors Island and Philadelphia and back yesterday) is a Curtiss biplane. The framework of its planes, deflector, and rudder, the chassis, and the motor which propelled it, formed part of the machine with which Glenn H. Curtiss won the international speed prize at Rheims last Summer.

The two surfaces on this machine are thirty feet long and four and one-half feet wide. As soon as Hamilton agreed to make the New York-to-Philadelphia-and-return flight for THE NEW YORK TIMES and The Philadelphia Public Ledger he ordered the two planes recovered with new Baldwin rubber-silk sections, to replace the battered and frayed surfaces with which Hamilton had for six months prior thereto been making exhibitions all over the country.

After yesterday's flight, however, the two surfaces closely resembled the old ones in at least one particular. Every man or boy in the vast throng which greeted Hamilton at Philadelphia seemed to feel it incumbent upon him to inscribe either his name and address or his initials on the plane surfaces, the rudder, or the deflector. And the biplane that Hamilton housed last night on Governors Island is very closely akin to his old machine with respect to the hieroglyphics scrawled upon its surfaces.

The headroom between the two planes is four and one-half feet. The two ailerons with which it was equipped yesterday are wholly new, framework and surfaces. They have rigid instead of slotted front edges, the better to make their use felt with a minimum of effort, and they are also larger than the ailerons they supplanted. The new wings are 7 feet by 2 feet 11 inches, three inches wider than those which formerly were on the machine.

The surfaces of the deflector have not been renewed since two strips of hospital oilcloth were placed upon their frames at Tucson, Ari., last February, when Hamilton was giving exhibition flights out there. The rudder and tail surfaces, however, were new before yesterday's flight, but vandals in Philadelphia soon made them look as old as those they were substituted for.

The propeller which Hamilton had on his machine when it left the ground of Governors Island the first time yesterday morning was an improved spruce screw, 7 feet long, with a pitch of 6½ inches and a thrust of 280 pounds, ten pounds more than the old splintered one Hamilton has been using at Mineola. The second propeller he installed was borrowed from Curtiss's Albany-New York machine, and is of alternate mahogany and spruce strips; this one was put out of business at South Amboy. It had the same thrust and was of the same length and pitch as the old propeller, the one which finally brought Hamilton from South Amboy to Governors Island in twenty-three minutes.

A New Shaving Device

By ingenious mechanical contrivance, the AutoStrop Safety Razor enables anybody to strop and shave as quickly, handily and expertly as the head barber.

You don't remove the blade to sharpen or clean. Automatically strops itself. No other razor does this.

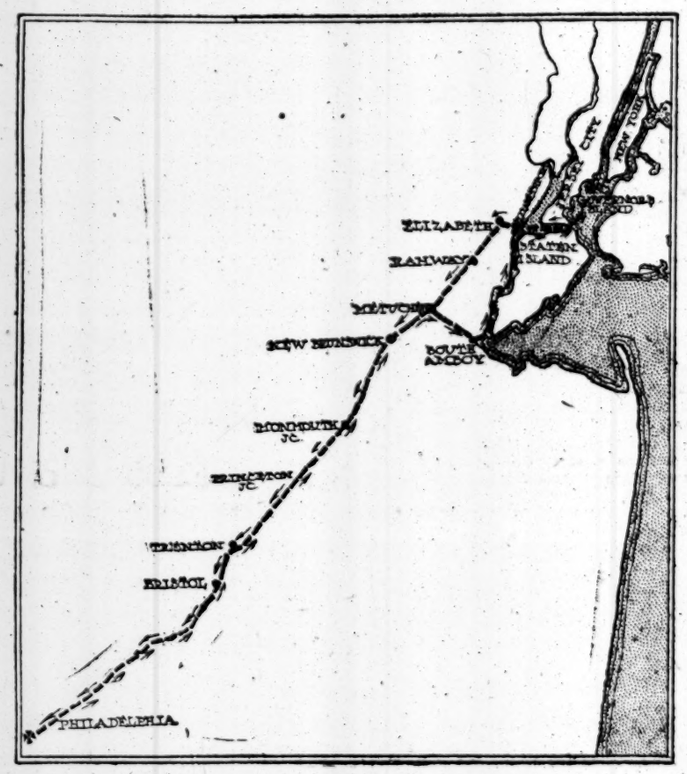
Get an AutoStrop Safety Razor. Try it. If it does not give you a head barber shave, take it back. Dealer has authority from us to refund your money.

Will you put it off and forget it, or will you get one this morning?

AutoStrop SAFETY RAZOR
Strops Itself
AUTOSTROP SAFETY RAZOR CO.
345 Fifth Ave., New York

All coffee ails yield to well-made
Postum Coffee
Be sure it's well boiled.

CARPET CLEANSING
Largest in the World. Every detail. 40 years' experience.
THE THOS. J. STEWART CO.
B'way & 46th St., N.Y. Phone 3896 Bryant; 3 Erie and 5th Sts., Jersey City.
Storage Warehouse, Moving Vans.



Hamilton's Route to Philadelphia and Back.

31 Years Leaders of Fashion
Simpson Crawford Co.
SIXTH AVE. 19TH TO 20TH STREET NEW YORK

The story of the flight of Aviator Charles K. Hamilton to Philadelphia and the mishap on the way back is a big piece of news; but you will find that many readers of this morning's Times will also be deeply interested in the announcement of our

Great Choice of the House Sale
To-day of Men's Suits and Light and Heavy Overcoats $15

It's The Great Semi-Annual Sale---
Former Prices Were $22.50, $25.00, $30.00, $35.00 and up to $45.00.

YOUR CHOICE IS ABSOLUTELY UNRESTRICTED. ANY SUIT OR OVERCOAT YOU FANCY FOR $15.00. Second Floor.

Handsome Suits and Overcoats For All Kinds of Men. For Tall Men! For Short Men! For Slim Men! For Extra Large Men—For Men of Every Build. Choose From Our Finest Full Dress Suits, Tuxedo Suits, Prince Albert Coats and Vests, Two-Piece Outing Suits, Tropical Suits, Dress, Street and Business Suits, the regular Spring Top Coats, Dress Overcoats, Heavy Winter Overcoats, English Raincoats and Cravenettes.

SUCH FABRICS in the Suits as blue serges, fine velours, cheviots, fancy cassimeres, tweeds, black unfinished worsteds, imported worsteds, plain grays, novelty goods, thibets, etc., in all the most up-to-date patterns and colorings.

THE OVERCOATS are in dark oxfords, blacks and fancy fabrics. Many are lined with silk. All bear every impress of correct and careful tailoring.

It Will be a Good Investment for You to Come to this Sale and Buy a Suit or Overcoat To-day, Even if You Have no Further Need of New Clothes for Months.... $15

SIMPSON CRAWFORD CO. 6TH AVENUE'S FINEST STORE

Saving at the Spigot and Leaking at the Bung

Manufacturers Wholesalers

Some Merchants have said: "There's no use MY investigating the Bush Terminal proposition. Why, I pay only 15 cents a square foot rent where I am—that's pretty cheap and I'm perfectly satisfied. I would have to pay them a higher rent. I can't afford that!"

He is saving at the spigot! He is paying only $6,000 a year rent, but the leaks that go with that low rent he shuts his eyes to.

Here are some leaks—congested floor space—goods have to be shifted about to make room for incoming and outgoing shipments. Unnecessary work and a pay-roll leak in handling it. Dark corners, not enough production—a bad leak. Several floors—moving goods from floor to floor—paying good money for unnecessary labor—one more leak. Corners, stairways, several aisles on several floors—unused and unusable space—floor space that is paid for but not used—another leak.

One of the worst leaks is his cartage bill on incoming and outgoing rail shipments. If he would investigate he would find that we could save him about $8,000 here. WOW! What a leak.

Perhaps the worst leak of all is the insurance leak. He pays from $2.50 to $3.50 per hundred for insurance. We can reduce that to 10 cents or 20 cents for him. He is too busy—or too mistaken—to figure up his yearly insurance cost—but we can save him $8,000 to $10,000 on this one item.

And if he wants to stop the leaks all he has to do is to write us one word "HOW?"

An investigation on your part will be brief and it will save a good deal of money for you. Write to-day and ask us "HOW."

Bush Terminal Co.
100 Broad St., N. Y. City

LASHING THE NEWS BY TIMES BULLETINS

The Outside World Kept in Constant Touch with Hamilton's Flight by Special Wires.

AN ALL-DAY SERVICE GIVEN

Announcements Sent from the Times Building Simultaneously to Hotels, Clubs, and News Agencies.

Perhaps the most systematically arranged bulletin service ever employed in this city for immediate dissemination of important news was used from shortly after dawn yesterday until nearly 7 o'clock last evening to apprise the people of the entire metropolitan district, as well as those far beyond, of the progress of Hamilton's flight.

These bulletins, gathered into THE TIMES office instantly by means of telegraph and telephone wires, were dispatched with equal promptness directly from THE TIMES office to all large hotels and clubs in the city, to the branches of the Young Men's Christian Association, to the two ticker services of the city, and to newspapers in various parts of the country. They were also sent out broadcast over the country by the Associated Press.

In this manner people in all the larger New Jersey cities, and in some of the cities up the Hudson, got almost instantaneous reports of the flight. In addition, newspapers throughout the United States having the Associated Press service received its bulletins for posting and distribution, the combined result being that Hamilton's flight was made before the entire land, and his every movement followed.

As early as Saturday a special telephone circuit was installed in THE TIMES editorial rooms, connecting them with Hamilton's aerodrome on Governors Island and the train sheds of the Pennsylvania Railroad in Jersey City. The turn of a crank brought the office in instant touch with Mr. Hamilton, or with the train dispatcher in Jersey City. The first bulletin yesterday morning giving definite information regarding the preparations for the flight came over this wire [illegible] o'clock from the aerodrome. It [illegible]

Hamilton says conditions are favorable, and will start at 7 o'clock.

This was repeated to the publication office on the first floor, and immediately printed in type six or eight inches high and posted on the Broadway and Seventh Avenue sides of the building. It was also repeated to THE TIMES telegraph office in the building and at once sent by wire to all the hotels, clubs, and ticker offices receiving the service. Bulletins continued to come every few minutes over this special wire from the aerodrome on Governors Island until the instant Hamilton had sailed away and was lost in the haze toward New Jersey.

How the News Was Flashed.

By then the flight had been picked up by the telegraph operators in the signal towers of the Pennsylvania Railroad, and without being lost an instant Hamilton's progress was reported. As he passed over the tower at Rahway the operator there reported the fact to THE TIMES's own telegraph office, just as the passing of the "twenty-four-hour" train at St. Louis would have been reported to the Pennsylvania dispatcher's office.

But even this prompt and efficient service, which kept THE TIMES office and the hotels, clubs, and tickers in close touch with the aviator, was reinforced and doubled by more detailed bulletins dropped from THE TIMES special train. These bulletins were combined with those of the Pennsylvania operators, and, with scarcely a momentary halt in THE TIMES office, sped on to the intensely interested throngs in hotels and other centres. Uncommon efforts were made to keep the guests of the hotels and club members posted on the flight. Bulletin boards had been sent to the hotels and clubs on last Friday and erected in conspicuous places. On these bulletins were posted as soon as received by wire from the Times Building, often with so short a period intervening that the eyes of the keen watchers turned from the perusal of a bulletin scarcely two minutes old to read a fresher one.

Bulletins in Cigar Stores, Too.

But another avenue for the dissemination of bulletins was found in the United Cigar Stores, by means of which not only Manhattan, but Brooklyn, Coney Island, some of Queens and many sections of the Bronx were reached. Bulletin boards had been installed in all the fifty-seven stores of the United Cigar Stores Company in the city. The bulletins, as rapidly as received in THE TIMES office, were telegraphed to the headquarters of the company at 44 West Eighteenth Street, and from there telephoned or telegraphed to the other stores.

Bankers and brokers, cafés and clubs that did not receive the bulletin service direct, got it through the service furnished to the New York News Association and Dow, Jones & Co., owners of stock and news tickers.

The New York News Association has 1,000 tickers widely located in Manhattan, Brooklyn, parts of Queens, Bronx, Coney Island, Jersey City, Hoboken, Passaic, Paterson, Rutherford, Yonkers, Mount Vernon, Greenpoint, and Coney Island. Dow, Jones & Co. have more than 400 tickers, scattered over Manhattan and Brooklyn. These instruments carried a full bulletin service. To reach still another group of citizens, who were as intensely interested in the remarkable feat as those housed in hotels, clubs, and offices, THE TIMES had signals displayed from the flagstaff on Governors Island, the Singer Building, Fort Wood, on Bedloe's Island, and the Times Building. These signals were operated under the direction of details from the First Company, Signal Corps, N. Y. N. G., under the command of Lieut. James P. Holmes, by means of a simple code, with which the public was already made familiar through publication in THE TIMES, the man in the street was kept posted throughout the day, from as early as 6 o'clock in the morning, more than an hour before Hamilton started. At 6 o'clock sharp yesterday morning the white flag with red centre, fluttered out over the four stations that the weather was favorable, and Hamilton would start in an hour.

In addition to The Associated Press bulletins for the country at large THE TIMES sent special bulletins to the leading hotels of Indianapolis, Ind., and to the Indianapolis Aero Club, in which city is gathered many of the leading aviators of the country for the Middle West aero meet. Special bulletins were also sent by THE TIMES to The New Britain Herald, Hamilton's old home paper, that his own town should be among the first apprised of his success.

AEROPLANE, AUTO, HORSE.

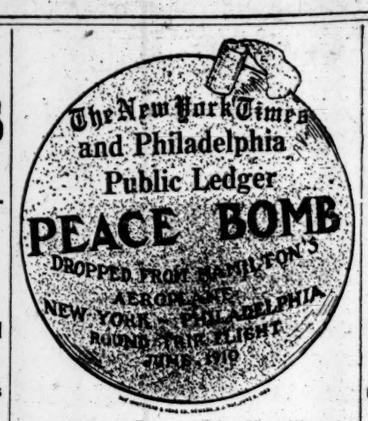
Race to be the Principal Event of the Twin City Aviation Meet.

ST. LOUIS, June 13.—The premier event of the Twin City aviation meet at the Missouri State Fair Grounds June 22 to [illegible] will be a race between Glen H. Curtiss [illegible] model biplane, Barney Oldfield [illegible] Benz, and Minor [illegible] horse.

The horse will run on the half-mile track, Oldfield on the auto track, and Curtiss will have a clear circuit.

Berry's Balloon Attempt Unlucky.

ST. LOUIS, June 13.—John Berry, who started on Saturday in a balloon ascent for the Lahm Cup, returned to-day. On Monday night he landed at Mayestown, Mo. He made a second ascent yesterday, but adverse wind currents caused him [illegible] in Missouri.



Peace Bomb, Dropped by Hamilton in His Flight.

JOHN L. MADE ANXIOUS.

Almost Missed the Train for San Francisco in Looking for Hamilton.

Special to The New York Times.

ON THE CHICAGO LIMITED, NORTH PHILADELPHIA, Penn., June 13.—John L. Sullivan, on his way to San Francisco to report the Jeffries-Johnson fight for THE NEW YORK TIMES, nearly missed his train to-day in Jersey City in his eagerness to see Hamilton get out of the trouble he struck in South Amboy and go sailing up the North River, as John L. hoped he would.

The Sullivan party, consisting of the ex-champion, his wife, and several well-known sporting men, were booked for the Chicago Limited, due to leave the Pennsylvania Railroad station in Jersey City at 5:15 o'clock. John L. arrived in New York from Boston about 4 o'clock and heard of Hamilton's feat in flying to Philadelphia and back as far as South Amboy on the return journey. He was so interested in Hamilton's doings that he insisted on getting the latest bulletins from THE TIMES office before starting for his train.

"You know," said the big fellow, "Hamilton and I are doing the big jobs on THE TIMES now and I don't want the little fellow to fall down. I don't want to leave the vicinity of New York until I learn at least that he came to no harm in that Jersey bog."

Mr. Sullivan was assured at 4 o'clock that no damage had come to Hamilton personally. Then he started for the Pennsylvania station. In the ferryhouse he rustled one of the porters around to get him a map showing the upper part of New Jersey, Staten Island, and Manhattan, and on the way down the river he kept his eyes skyward in the direction where Hamilton would naturally be if he got away from South Amboy. Nothing could be learned of the progress that the daring aviator was making, but Mr. Sullivan did not intend to miss a sight of his confrère, if possible, before he left the North River.

"You know I never saw one of those aeroplanes in the air," he said, "and as I have seen everything else in the sporting calendar I just would like a peek at this one, more because Hamilton is running it, for I can't figure how that little guy could accomplish such a wonderful thing."

But John L. was doomed to disappointment. Hamilton had not put in an appearance over the river by the time the Limited started, but the big fellow had them all hopping around the Jersey City station keeping eyes on the windows overlooking the river and himself keeping an eye on the clock. A string of employes made a line from one of the trainshed windows embracing a view of the upper bay and the river to the gate entrance to the Limited.

After he had seen that his baggage was stowed in his stateroom Sullivan hurried back to the river front, inquiring all the way if Hamilton had been signted. Mrs. Sullivan was as enthusiastic as her stalwart husband. She never left the river side of the station until the last minute, and as for Sullivan he made at least five trips the length of the Jersey City shed, besides corraling a porter to get what he could from the telephone before he was finally forced to leave and get aboard his train.

As he stood on the observation platform of the rear car waving good-bye to the friends who had come to see him off he shouted to a TIMES reporter:

"Tell Hamilton, even he don't get up the river to-day, it was a swell stunt anyhow."

WORK OF THE SIGNAL CORPS.

Army Men on The Times Tower Got the News from Governors Island.

The start and the finish of the Hamilton flight yesterday to Philadelphia and back was reported from Governors Island by members of the First Company, Signal Corps, New York National Guard, working in conjunction with regulars stationed at Fort Wood. With an outfit of flags they signaled to Fort Wood, where the messages were relayed to the tower of the Singer Building and again relayed to the tower of the Times Building.

Sergt. Paul Huebser had charge of the signal men on the Singer tower and Sergt. S. T. Stewart was in charge of those on the Times tower. Sergt. S. M. Haywood and First-class Private C. A. Converse started the messages at Governors Island.

The signalling went on very well at first. Sergt. Haywood told that Hamilton would start within an hour. He flashed the message that he had started, but when the propeller was broken he had to do some tall waving in the air to tell what had happened.

These messages were some ten minutes behind THE TIMES's private wire from the field to the Pennsylvania Station and the Times Building, whence bulletins were flashed out by both telegraph and telephone wires all over the city, but the Signal Corps had a good time and got much valuable practice, said Sergt. Haywood.

Hamilton Flies in New Britain Soon.

NEW BRITAIN, Conn., June 13.—C. K. Hamilton will fly in New Britain on Saturday, July 2, for the benefit of local charities. There will be a race with an automobile and a side flight to Meriden and New Haven. Hamilton will extend an invitation to Col. Roosevelt on his arrival in New York to come to New Britain on that day.

HAMILTON FLEW AS "EXTRA NO. 1"

First Time in Railroad History That Train Dispatchers Reported a Sky Special.

TOWERMEN ON THE ALERT

One Excited Operator Wired That the Aviator Was 2,000 Feet Aloft and Speeding 150 Miles an Hour.

When Charles K. Hamilton's aeroplane lifted itself from the lawn stretch on Governors Island yesterday morning, swept over the bay and the Statue of Liberty, swung down above the tracks of the Pennsylvania out in New Jersey, and started on its course over that road to Philadelphia, it had the novel distinction of being known to the corps of train dispatchers and dispatchers' telegraphers as "Extra No. 1," or merely "Hamilton."

It was reported by each tower telegrapher in regular "O. S.," or "on sight" form, to the chief dispatcher in Jersey City the minute the aeroplane passed over the respective towers. These reports, by special arrangement THE TIMES had made with Vice President Adams of the Postal Telegraph Company and with General Supt. Sheppard, Division Supt. Fisher, and Train Master Gerhart of the Pennsylvania, were immediately transferred to a special wire running from the Jersey City dispatcher's sheet to THE TIMES office.

On reaching THE TIMES office the reports were put into bulletin form and sent out all over the country to hotels, clubs, and large business establishments that had requested THE TIMES to supply them with a special bulletin report of the flight.

An aeroplane run as an extra, dispatched by a regular corps over one of the heaviest railroad divisions in the country, is something one could hardly expect to witness at this stage of the science. But comparing it with the amazement that even the venerable Mr. Garrett, something like a century ago, allowed to grip him when he saw that different trains could run in opposite directions on the same track, and the development in railroad transportation within this lapse of time, might cause the speculative to marvel at the possible attainment in store for the airman within the next century.

Operators on the Alert.

On a line like the Pennsylvania it is hard, indeed, to spring surprises on the dispatchers or to stimulate more than a perfunctory interest among the operators in the handling of a special train, or any kind of train, for that matter. It was different yesterday when THE TIMES operator flashed out the news to the Pennsylvania dispatchers in Jersey City that Hamilton had ascended into the air at Governors Island and was about to start on his journey. Each eye in Jersey went skyward, and every moment that could be spared the operators peered for the aeroplane until Hamilton hove in sight of their stations.

"Watch! You'll miss him! He's beating any 'A. J. C.' that ever pulled a white flag over this pike!" was the warning sent ahead by one reminiscent old towerman. And Hamilton furnished them the amusement that had been looked for. One enthusiastic towerman down Princeton way reported "Hamilton, Extra No. 1," as passing over him at 2,000 feet elevation and going at something like 150 miles an hour. Of course, there was only one on the line as liberal as he, and after the other telegraphers had finished jesting at him for the error, he was quite positive Hamilton was probably going about sixty miles an hour. To the latter pace he unalterably sticks.

"He regarded no orders, rules, or customs," was the way Chief Dispatcher Spencer described Hamilton's ability to live up to his promise to make good.

Early in the morning the night shift towermen, who had been assured that Hamilton would attempt the race, waited up to see him pass, and when the news sizzed out from Jersey City that he was leaving Governors Island the tension was something seldom seen among the railroad operators. The men on off shifts were not only waiting to see Hamilton, but they had summoned their friends and told them of the certainty and progress of the flight.

Reports Were Prompt.

The time lost at any tower in reporting Hamilton and getting the report in to THE TIMES office could not have been more than forty seconds. Once, when THE TIMES special train had lost Hamilton for a few minutes, the operators considered it a great joke to see the special dashing widly after the aviator, while they had him in full view.

But they made good when the critical time came. "Metuchen—Hamilton passed 12:43," was the last station to report him on the return trip, just at the instant thousands of people were waiting around tickers and bulletin boards, expecting every moment to see the news flashed that Hamilton had reached New York. As he passed Metuchen and swerved off his course into the meadows near South Amboy, where he came to the ground to find himself sinking in marsh, the operators followed their usual custom of reporting accidents to the head dispatcher. They sent out men to locate Hamilton and find out his troubles.

The next towerman after Metuchen was at Perth Amboy. The operator there had his eyes fixed skyward, gazing until the very sky itself seemed to turn black. But no sign of the famous first "Extra No. 1," to travel above the tracks had appeared. The alarm went out, and it was only a few minutes before the operator at South Amboy had located the aviator on the ground in the marshes not far off.

As operators do when trains are disabled, the first thing this telegrapher did was to notify Trainmaster Gerhart in Jersey City, who in turn notified THE TIMES and Hamilton's wife and friends. Soon the operator had summoned volunteers, who began diligently to render what aid they could to the unfortunate aviator.

Trainmaster Gerhart and Chief Dispatcher Spencer said last night that it was the most interesting experience they had ever had with any special extra during their railroad experience, and that it was not only the one topic among their operators but that the news had spread from them through the entire telegraphic world.

"It was indeed a day of history for the telegraphers and dispatchers along the line, as well as for Hamilton," said Mr. Gerhart.

THE TIMES's special observation train that made the run consisted of three cars drawn by Engine 804. Conductor A. Kisner was in charge, and Engineer W. Smith was at the throttle. From the railroad company the train carried H. E. Gerhart, chief clerk of the Superintendent; G. W. Reynolds, Assistant Freight Trainmaster, and N. V. Darcy, representative of the Passenger Trainmaster. The work of keeping the line open was done by C. E. Spencer, Chief Train Dispatcher; H. Gillingham, Assistant Train Dispatcher, and three assistants.

RIVERSIDE WATCHED IN VAIN.

Crowds Waited for Hamilton Along the Hudson Till After Sundown.

Along the eastern shore of the Hudson a line of spectators twenty miles long, stretching all the way from the Battery to Yonkers, stood waiting for hours yesterday afternoon to catch a glimpse of the daring little aviator, on the supposition that on his return from Philadelphia Hamilton would round out his day's work by a flight as far as Yonkers and back, to capture the world's record for continuous flight.

Not even when Halley's comet flamed in the heavens has there been such peering skyward by a crowd in the upper part of this city. It was not long after the news of Hamilton's record-breaking flight to Philadelphia and that he had actually started on his return journey reached town that residents of the upper west side began to make their way toward Riverside Drive. Many came in automobiles, others came in carriages, and others again afoot. It appeared that the telephone wires from the business districts where husbands kept in touch with the news bulletins had been kept hot with messages to wives waiting in west side homes for news of the aviator.

Shortly after noon the news that Hamilton might undertake the flight to Yonkers and back gained general circulation in the district skirted by Riverside Drive, and from that time on there was a steady pilgrimage toward the shore of the Hudson.

The biggest crowds collected in the vicinity of Grant's Tomb, the Soldiers and Sailors' Monument, at the foot of Eighty-ninth Street, and on a little rocky knoll a short distance below, at the foot of West Eighty-fourth Street. At each of these spots the view was unobstructed up and down the river.

For fully three hours—from 1 until 4—the crowd stood with eyes scanning the southern sky, whence the aeroplane was expected to emerge from out the thick gray haze. In the meantime the river was alive with small craft, laden with spectators anxious to witness the prospective flight. From the deck of the United States cruiser Salem, the fleetest thing of her size afloat, which was anchored off Grant's Tomb, officers were busy with their marine glasses.

Up at Yonkers a large crowd had gathered on the recreation pier overlooking the river. At 1 o'clock yesterday afternoon a false alarm emptied the City Club of Yonkers of its crowd of prominent business men who had gathered there for luncheon. Some one telephoned that Hamilton was coming up the river. In a jiffy the tables were deserted, while the company at luncheon, many of them napkins in hand, started for the roof of a tall building near by to witness the prospective spectacle of aerial navigation. Along the water front of Yonkers it had been arranged to give Hamilton an enthusiastic reception. It was not until about 5 o'clock that it was learned that the aviator had met with a mishap and would not be able to make the record.

Reports of the accident with which Hamilton met reached the crowd along Riverside Drive a couple of hours earlier and it began to thin out, but many waited until after sundown before they gave up hope of seeing Hamilton fly up to Yonkers.

TAKING THE PICTURES.

A Work of Difficulty on a Speeding Train Successfully Accomplished.

How the photographs which are printed in this issue of THE TIMES were taken is an interesting story in itself. The work was done by the Pictorial News Company, which recently photographed the Curtiss flight from Albany to New York from THE TIMES's special train. Photographing any moving object traveling 50 miles an hour is hard enough, even in these days of fast lenses, shutters, and plates. But when the operator, instead of being on solid ground, must make his pictures from a reeling, swaying express train his troubles are increased fourfold.

During the early part of the journey yesterday Hamilton flew almost directly over the train, or so high in the air that it was impossible to bring the earth and aeroplane into the same focus. Urgent appeals from the photographers to the engineer to "hit 'er up" finally brought the train far enough ahead of the airship so that the roadbed, the towns, and fields could be included in the same picture with the gigantic bird that was following.

The snapshots were made at an average exposure of one one-thousandth part of a second, although there was one part of the return journey where one-fifteen hundredth part of a second was required to overcome the unsteadiness of the train. The day was cloudy throughout, rendering the task still harder. The photograph made at Monmouth Junction, showing the train and airship racing, was in some respects a fortunate one. Hamilton had announced the day before that he would make a detour from the tracks over the cities of New Brunswick and Trenton, where interesting pictures might be made of train and aeroplane together, so a photographer was assigned the day before to Monmouth Junction, where it was estimated that a good picture might be obtained. So far as is known, this photograph is unique and marks a new era in aeronautical picture taking.

THRONGS AT BATTERY WITNESS THE START

Thousands Flock to the Sea Wall and See the Aeroplane Sail on Its Great Flight.

MANY REMAIN TO THE END

Stick to Their Post Regardless of Business Until the Aviator Lands on Governors Island.

It was an inspiring sight that greeted the crowd of about five thousand early watchers from the Battery sea wall yesterday morning when shortly after 7:30 o'clock the buff-colored planes of Charles K. Hamilton's flying machine came into view, rising gracefully and on a perfectly steady keel in the air from the long, level sandy streach comprising the new-made land of Governors Island just beyond Castle Williams.

The dark outlines of the aviator were clearly discerned, and as the aeroplane attained an elevation of from 300 to 500 feet well over the water, a murmur of admiration and wonder arose from the crowd.

At first it looked as though the aerial traveler was going straight down the bay, making a bee line for Philadelphia. But after straightening out for a few yards he turned to the left, making a beautiful wide sweep over Buttermilk Channel, as it appeared from the Battery, and still flying in a wide circle swung back and, pointed toward the Battery, mounted by easy stages higher and higher in the air, far over the tops of the trees and houses on Governors Island.

Nearer and nearer came the biplane, and then just as one began to catch the hum of the revolving propeller, Hamilton completed his circle high above the parade ground, and, raising his forward planes slightly for higher elevation, shot off as straight as an arrow toward the southwest for the Jersey shore beyond Staten Island.

Hundreds of glasses were leveled at the flier, for many of the early watchers had come prepared to see as much of the flight as they could through the murky atmosphere. So fast was the aeroplane going that to the naked eye it was lost to sight in the heavy mist.

Watchers Out Soon After Dawn.

Enthusiastis began arriving at the Battery as early as 5:30 o'clock. By 6:30 the sea wall was lined two deep all the way from the Aquarium to the Barge Office. The interesting feature about this early gathering was the large number of women, many of them coming in parties of from six to a dozen, some carrying paper bags of fruit and a few boldly munching sandwiches in lieu of breakfast.

The uptown apartment house district was well represented and scores of the young women and men had their cameras, hoping to catch a view to carry away as a souvenir of the great cross-country flight. Between 6:30 and 7 o'clock a steady stream of spectators poured down the Battery Park walks from the Bowling Green and South Ferry subway and elevated railroad stations, and at the hour set for the flight fully five thousand persons were occupying every vantage spot from which a view of Governors Island and the bay could be obtained.

"What's the big crowd here for?" asked a weary wanderer who had evidently not read his daily paper carefully.

"Why, the airship is going to fly to Philadelphia from Governors Island," piped up a dozen voices.

"Oh, that's is, hey? Well, I thought it was a little early for Roosevelt."

A few minutes after 7 o'clock when the crowd began to fear something was wrong owing to the slight delay, a big tugboat pulled up alongside one of the Battery landings.

"Here you are now," shouted the thickset Captain. "Take you right down to the island to see what's the matter, and when you find out you'll have the finest view of an airship in your life. Only 50 cents a head, and cheap at that."

Two men jumped aboard.

"Make way for the crowd, clear the gangway," shouted the ever-present wit from the front tier of the sea wall.

By dint of much urging, a dozen men and two women were taken as passengers, and just as the improvised sightseeing craft pulled off a shout went up. "There she goes," and with her whistle screeching the tug nosed its way slowly toward Governors Island.

20,000 to See Him Return.

In the afternoon, while the general enthusiasm was no greater, it was expressed in more magnitude and by vastly superior numbers. All downtown knew at an early hour that Hamilton had started on his homeward flight from Philadelphia at 11:30 o'clock, and from the appearance of the Battery a great majority of the downtown workers sought that historic spot as the most satisfactory vantage ground from which to witness, as they hoped, the triumphal return of the cross-country aviator.

Before 1 o'clock the policemen on duty estimated the throng as fully 20,000. The police made no effort to drive the people from the green lawns. Indeed, the only evidences of disgust from this multitude of good-natured humanity came from a little group of men and women near the Aquarium who had perched themselves gleefully if not comfortably on a row of big water tanks used for transporting fish to the Aquarium. Just as the excitement was at its highest, when, had Hamilton not met with his unfortunate accident, he would probably have been in sight, a big cart backed up to the cans and proceeded to load them aboard.

Through it all one of the weary wanderers of the morning slept stretched out at full length on the side of a mound of loose stone. Hundreds of young women stenographers from the towering buildings near by walked slowly back and forth along the seawall, totally oblivious to time or business.

COMPARATIVELY few people realize what a beneficent and refreshing drink Ale is during the Spring and Summer.

Evans' Cream Ale

drawn from the wood is not only pleasing to the taste but soothing to the stomach as well—besides affording the well known building up qualities peculiar to Ale.

On Tap at Clubs, Cafes, Restaurants, and Chop Houses.

"Travellers"
CRETA CREME POWDERED TOILET SOAP
Easily Packed — Always Dry
Send for Free Sample
CRETA CREME CO., 530 W. 27th Street

STEPHEN M. HOYE announces the removal of his LAW OFFICE from 49 Wall St. to 286 5th Av. 'Phone 7151 Madison Square.

B. Altman & Co.

ANNOUNCE THE FOLLOWING SALES FOR TUESDAY, JUNE 14,

WOMEN'S WHITE LINGERIE WAISTS

IN NUMEROUS EMBROIDERY AND LACE-TRIMMED MODELS

AT $1.75, 2.50, 3.25, 3.50, 4.00, 4.50, 5.75, 6.75

BEING FAR BELOW THE USUAL PRICES.

TRIMMED AND UNTRIMMED HATS

ON THE FIRST FLOOR.

TRIMMED HATS . . . AT $5.00 & 6.75
UNTRIMMED HATS . . . AT 1.50 & 2.00
SAILOR HATS . . . . AT 1.50 & 2.00

UMBRELLAS AND PARASOLS

TWILLED SILK UMBRELLAS WITH NATURAL WOOD HANDLES, IN SIZES FOR MEN AND WOMEN, AT $2.00

PARASOLS OF COLORED SILKS, PLAIN AND TUCKED, LINED AND UNLINED PONGEE, AND FLORAL SILKS, WITH CARVED WOOD OR NOVELTY HANDLES, USUALLY $5.00 AT $3.00

FRENCH DRESS LINENS IN COLORS

46 INCH LINEN, USUALLY 58c. PER YARD AT 38c.
46 INCH DIAGONAL LINEN, USUALLY 85c. & 95c. YD. AT 50c.

BEGINNING ON SATURDAY, JUNE 18th, STORE WILL BE CLOSED AT 12 NOON ON SATURDAYS, AND AT 5 P. M. ON OTHER WEEK DAYS.

Fifth Avenue, 34th and 35th Streets, New York.

Stern Brothers

Dressmaking and Ladies' Tailoring Dep'ts
(On the Third Floor)
Orders executed at short notice for Costumes, Waists, Walking Suits and Coats, At Large Concessions from Regular Prices

Tailor-made Gowns, at $59.00
Linen Coat Suits, " 35.00
Riding Habits, of Linen, Side or Cross Saddle, 35.00

West Twenty-third Street

Story of the Flight Told in Bulletins from The Times's Special Train.

To Philadelphia.

I.

SOUTH ELIZABETH, N. J., June 13.—Hamilton passed here at 7:50; elevation, 500 feet; speed, 45 miles an hour.

II.

RAHWAY, N. J.—Hamilton passed over Rahway at 7:59; elevation, 500 feet; speed, 40 miles.

III.

METUCHEN, N. J.—Hamilton passed here at 8; elevation, 300 feet; speed, 45 miles.

IV.

NEW BRUNSWICK, N. J.—Hamilton passed here at 8:15; elevation, 300 feet; speed, 45 miles.

V.

MONMOUTH JUNCTION, N. J.—Hamilton passed here at 8:29; elevation, 400 feet; speed, 50 miles.

VI.

PRINCETON JUNCTION, N. J.—Hamilton passed here at 8:36; elevation, 500 feet; speed, 50 miles; made 49 miles in the first hour.

Mrs. Hamilton has climbed on the engine tender, crawling over the coal to watch her husband.

VII.

MILLHAM JUNCTION, N. J.—Hamilton passed here at 8:44; elevation, 500 feet; speed, 60 miles.

VIII.

TRENTON, N. J.—Hamilton passed here at 8:49; elevation, 800 feet; speed, 60 miles.

IX.

MORRISVILLE, Penn.—Hamilton passed here at 8:51; elevation, 1,500 feet; speed, 60 miles.

X.

CORNWELLS, Penn.—Hamilton passed here at 9:09; elevation, 500 feet; speed, 60 miles.

XI.

NORTH PHILADELPHIA.—Hamilton descended at the landing place in North Philadelphia at 9:26, having traveled 86 miles on schedule and broken all American records. Hamilton in fine shape. Machine working well.

The Return Trip.

I.

HOLMESBURG JUNCTION, Penn.—Hamilton left Philadelphia at 11:33. The Times special, tangled up in the yards, did not start till 11:43; now chasing Hamilton a mile a minute.

II.

MORRISVILLE, Penn.—The Times special train is chasing him at 60 miles an hour. He is apparently about six miles ahead.

III.

CORNWELLS, Penn.—The Times special train, chasing Hamilton at 75 miles an hour; hadn't caught him at 11:55.

IV.

TRENTON, N. J.—Hamilton is four miles ahead of The Times special train at Trenton.

V.

PRINCETON JUNCTION, N. J.—Going better than a mile a minute, The Times special train caught Hamilton at 12:13, 33 miles out, just after passing Lawrence.

VI.

DEANS, N. J.—The Times special train is even with Hamilton, 40 miles out, just beyond Princeton Junction. He is flying high and on an even keel.

VII.

MONMOUTH JUNCTION, N. J.—Hamilton two miles ahead at 12:17. His mother caught her first glimpse of him through field glasses.

VIII.

METUCHEN, N. J.—The Times special train, with Hamilton abreast, passed New Brunswick at 12:33. Hamilton due at Governors Island at 1:18.

IX.

PERTH AMBOY JUNCTION, N. J.—The Times special train left Hamilton at Metuchen, as he made a long detour to the right. Distance for the first hour, 52.7 miles.

The special got its last glimpse of Hamilton at 12:45 over the treetops southeast of Menlo Park. He veered to the south at Metuchen, following the Lehigh Valley tracks.

X.

SOUTH ELIZABETH, N. J.—Hamilton is apparently following the water route via Prince's Bay into the Kill Von Kull.

FLIGHT'S IMPRESSION ON ISRAEL LUDLOW

"I Witnessed History in the Making," Says the Man Who First Helped Hamilton Fly.

BEATS BIRDS AT THEIR GAME

Aeroplane Soon to be the Normal Means of Conveyance, He Asserts—A Guest on the Times Special.

Israel Ludlow—pioneer aeronaut, member of the Aero Club of America and other leading aviatorial organizations, of counsel for Glenn H. Curtiss, a machine of whose make Charles K. Hamilton used yesterday, and the man who really introduced Hamilton to the aeronautical world in a series of experiments with kites over the Hudson River and the Florida beaches five years ago—was a guest on THE NEW YORK TIMES special train to Philadelphia and return yesterday. Afterward he wrote for THE TIMES these impresisons of his trip:

"When, at 7 o'clock yesterday morning, I boarded the observation car of THE NEW YORK TIMES special train, outside the trainshed of the Pennsylvania Railroad station, I looked at my fellow-passengers and found that they, like myself, were individually surcharged with emotion. It was five years ago to the very month that I first saw Charles K. Hamilton. He came where I was making experimental aeroplane flights, towed by automobile and tugboats, and there had his first trip on a heavier-than-air machine. Since then Hamilton has developed into the greatest and most daring of aviators.

"His feat yesterday realized my dream of the future. Under these circumstances, is it small wonder that the tension of my nerves was strained nearly to the breaking point when, a few moments later, I saw him come over the treetops and green fields far to the left on the way to Philadelphia, and that, heart and soul, I joined in the three cheers with which we greeted his appearance?

"Hamilton's gray-haired, sweet-faced mother was there. She was gazing at those who were talking to her, hearing what was said to her, and smiling gently; but it was very plain that her thoughts were with the aeroplane and its whirling propeller on the sandy waste of Governors Island, and of that wide expanse of waters of the bay over which Hamilton was then about to fly. Hamilton's wife was looking out of the window trying to penetrate the gray fog which overhung Jersey City. Like his mother, her life was at that moment being lived with Charlie Hamilton.

"Very interesting to the layman were the special writers of the newspapers, the photographers, and the train crew. If there is one fact which is evident about such men it is that they know their business and are to be trusted to carry out carefully and successfully whatever tasks they undertake. In a businesslike manner the special writers had the train porter place several tables near the rear of the car, and on these they placed their writing material and weighted envelopes, and as the train rushed through the towns they cast off telegrams and special bulletins to be picked up by the station master.

"'What will happen?' I asked the brakeman who was doing the casting, 'if that station master does not get that bulletin?' For in the back suction the weighted envelope jumped and glided after the train like a thing alive.

"'He will get a day's rest,' grimly replied the brakeman.

"The photographer took, as was right, the most advantageous point for sight-seeing, and he pointed his camera so as to include in his pictures the aeroplane and the people who saw it, for their racing to points of vantage and their gesticulations were most entertaining to us all.

"The word received that the start was postponed to fit a new propeller in the place of the one broken by striking a stake caused restlessness on every side except among the trainmen. Special trains on all sorts of errands are usual occurrences on the Pennsylvania Railroad, and the trainmen refused to get excited. When word came that Hamilton had finally left Governors Island every one addressed his nearest fellow-passenger, saying, 'He is off,' and then audibly wondered at what point on the line we would see him. When he came into view every one's evident anxiety changed into bubbling joyousness.

"Some were seemingly fascinated by the flying aeroplane and they went from side to side of the car to keep the machine in view, for the track curved to the right and left while the aeroplane flew in a bee-line course; others got out their watches to carefully note the speed of flight, for they were now beyond the point where the fact of flight itself was any longer a source of wonder. None had any fear for the safety of the man-bird; even his mother wished that she were in the air with him.

"The landing at Philadelphia was spectacular in the extreme. The man-bird circled, first over the great crowd barred from the field by ropes and a cordon of police, then over the special train, which with grinding brakes was coming to a standstill. Then a dive straight at the very centre of the field ended successfully the first half of his journey. The crowd in its enthusiasm broke all bounds, and we of the New York party were fearful that the machine would be wrecked by the great press of the throng. But by unusual exertions by every one who knew the danger the situation was saved.

"Hamilton was soon anxious to return, and he finally left ten minutes before the train was ready. It was a stern chase. The train at seventy-five miles an hour hurled itself along to catch up with the aeroplane's lead. How efffectively Hamilton could render such a chase fruitless by turning away from the railroad track!

"No bird equaled his flight. Man has at last invaded the air and has beaten nature there as he has previously on land and sea, and the ease with which the feat has been accomplished and the apparent simplicity of construction and operation of the aeroplane are evidence of the probability that the aeroplane before long will be a normal means of conveyance.

"I feel that yesterday I witnessed history in its making."

MAYOR REYBURN TALKS.

Says His Skepticism About Aeroplanes Has Been Turned to Confidence.

Special to The New York Times.

PHILADELPHIA, June 13.—Mayor Reyburn was one of the first, after Hamilton's departure to-day, to congratulate THE NEW YORK TIMES and The Public Ledger on his achievement.

"I want to congratulate THE NEW YORK TIMES and The Public Ledger," he said, "on being the means, through their foresight and enterprise, of demonstrating to the world the practicability of aerial navigation. By such a round trip between two of the greatest cities in this country, nearly 100 miles apart, as Mr. Hamilton achieved to-day under their auspices, THE TIMES and The Public Ledger have again led the world in advancing science.

"The Public Ledger has always been in the forefront of newspaperdom in giving its aid and assistance in helping forward the work of pioneers in every field that promises world-wide benefits. It was The Public Ledger that stood behind Morse in perfecting the telegraph, for it was the first newspaper in the country to take advantage of the then new invention and use the telegraph for the transmission of its dispatches.

"It is therefore with the greater regret that I have to frankly admit that my skepticism regarding the feasibility of an aeroplane being able to make the round trip between New York and this city was the sole reason that I was not here this morning when Mr. Hamilton successfully completed the first half of the trip. But the weather at Cape May was so bad yesterday that I did not think such a flight in a heavier-than-air machine was possible.

"I firmly believed that only ideal weather conditions would permit of flights in such machines. I have been rather doubtful of aeroplanes being able to perform such service as Mr. Hamilton demonstrated to-day is entirely practicable.

"I have talked with a great many persons who witnessed Mr. Hamilton's arrival and what struck me most was the success of the flight and also the ease with which he handled the machine. But to my mind the greatest result of this achievement is the demonstration that such flights are possible, and that aerial navigation is not a future possibility but an actuality.

"I do not think that the slight accident that happened to Mr. Hamilton detracts at all from the success of his achievement. It might have happened to a railway train, to an automobile or to any vehicle. And whatever shortcomings there may be in the present mechanism of the aeroplane will be assuredly overcome in quick order, just as shortcomings in the steam engine and other motor vehicles or motive engines of any kind have been overcome."

WHAT ADMIRAL MELVILLE SAYS.

The Greatest Feat in Aviation Up to the Present Time.

Special to The New York Times.

PHILADELPHIA, June 13.—Rear Admiral Melville said of Hamilton's flight to-day:

"I am pleased to say that the flight of Hamilton from New York to Philadelphia and return even with the slight mishap at Amboy, which goes for nothing, is the greatest feat in aviation up to the present time.

"Out of small beginnings of this kind, which is not a small beginning for this day, there is no telling what navigation of the air may amount to in the future.

"These light, high-power motors are the key to present success. When our friend Maxim of Great Britain demonstrated the possibility of the heavier-than-air machine—that could be raised by means of side aeroplanes—he went back to the days of the Chinese boy centuries ago. By building the short railroad, a platform, car, and two aeroplanes—one on each side of the car—then by means of a rope and a fast locomotive, he raised his platform from the rails and exclaimed:

"'There you are, gentleman; the flying machine that is heavier than air has been demonstrated.'

"But did he do any more than the Chinese boy of ages ago or the American boy of to-day who flies his kite with a string? The clever engineer manufacturing a motor of very limited weight is really the man who has made aviation a success by means of the gasoline motor. When we find the machine that will give the same power with little or no weight compared with the gasoline motor, the flying machine will make its next greatest stride."

WRIGHTS NOT SURPRISED.

Plenty of Room, Too, for Daring Aviators Anxious to Make a Record.

Special to The New York Times.

INDIANAPOLIS, Ind., June 13.—Wilbur and Orville Wright seemed greatly interested in the flight of Charles K. Hamilton from New York to Philadelphia and back, and made frequent inquiries at the Speedway telegraph office as to the progress of the aviator's flight. Bulletins from THE NEW YORK TIMES were posted at the Speedway.

Although they had several machines here and all of them were in the air more or less all of the time, the Dayton men were not unmindful of the record that was being made in the East, nor did they seem in the least envious of it. They read the bulletins from time to time as they appeared in the extras of the city dailies, but declined to make any comments, except to say that Hamilton appeared to be making fine progress, and they hoped he would succeed in his undertaking.

To friends at the Speedway course they expressed a desire for full knowledge of the weather conditions that young Hamilton was contending against, and seemed to think that the feat was a great one, though every condition might be ideal.

"We expect great progress to be made in the art of flying," said Orville Wright, "and shall not be surprised at anything that may happen. There is plenty of room in the open for daring spirits, and every true aviator welcomes the coming of every man who is anxious to make a record."

The general public took more than ordinary interest in Hamilton's flight, and as successive periods of his progress were noted on the bulletin boards at the newspaper offices, people stood on the sidewalks and commented freely on the feat of the young aviator. The fact that he was being accompanied by a railroad train and the belief that he was in competition with it excited wonder and interest and caused many to stand hour after hour and wait for further information.

LONDON DEEPLY INTERESTED.

Americans at the Horse Show There Eager for News of the Flight.

Special Cable to THE NEW YORK TIMES.

LONDON, June 13. — Great interest was evinced here in Hamilton's attempt to fly from New York to Philadelphia and back at the Horse Show at the Olympia to-night. The daring feat furnished almost the sole topic of conversation among the large number of Americans present, the share of THE NEW YORK TIMES in proving the practicability of the aeroplane as a means of transport being warmly praised.

Owing to the difference in time between New York and London, many had to go to bed to-night without learning whether Hamilton had got back to New York safely from South Amboy, although it was not for want of endeavor on their part, as frequent ringing of THE NEW YORK TIMES telephone bell for the last two hours testify.

Among those interested was E. T. Stotesbury, the Philadelphia banker, and Alfred Gwynne Vanderbilt.

The London newspapers devote considerable space to the flight, but the news was received too late for comment.

AN ACCIDENT TO BALDWIN.

His Motor Missed and the Biplane Dove to Earth, Damaging It.

Special to The New York Times.

HEMPSTEAD, L. I., June 13.—A gusty wind made flying more difficult on the aviation field this afternoon. After sniffing the rising breeze at sunset Capt. Baldwin brought out his Red Devil for a short flight and made the circuit three times in good form, but as he was coming to earth the motor missed and the biplane dove, coming down on the left wing and smashing it. The force broke the skids, two wheels, and the elevating rod.

Seymour was circling the course at a height of from twenty to thirty feet and went over to Capt. Baldwin's relief, but found him only shaken up.

Hamilton's feats have proved a great stimulus to the new entrants at Mineola, who are getting ready for practice flights later in the week.

BOY'S TERRIFYING ASCENT.

Grasps Rope of Performer's Balloon and Is Carried Up 6,000 Feet.

LINCOLN, Neb., June 13.—Clyde Heckle, 18 years old, made a terrifying 6,000-foot balloon ascent last night, clinging for part of the time to the clutch rope of the air craft. He landed half an hour after the start in the middle of a shallow lake at a Summer resort near Lincoln.

Adolph Welberg, an aeronaut who gives exhibitions at the resort by ascending and then dropping in a parachute, had made preparations for his regular trip. Young Heckle, with others, was holding the ropes. The boy asked to be allowed to make the ascent, but permission was refused. Just as the aeronaut, seated in his parachute attachment, called to his assistants to let go, Heckle, with a knife, severed the two ropes holding the aeronaut. The air bag leaped upward and Heckle grasped the clutch rope of the balloon. Welberg with his parachute was left on the ground.

For possibly 1,000 feet Heckle went upward almost like a rocket, clinging only with his hands. Then he managed to swing himself astride the clutch rope, and, after an ascent of 6,000 feet, came down without mishap.

WORLD RECORD WON BY WRIGHT PUPIL

Brookins at Indianapolis Meet Sends Machine Up 4,384 1-2 Feet, Beating Paulhan.

CROWD SLIM, BUT NOISY

Make Great Demonstration in Honor of Wright Brothers and Other Aviators—Capt. Bumbaugh Badly Hurt.

INDIANAPOLIS, Ind., June 13.—W. H. Brookins, a Wright pupil, in a Wright biplane, broke the world's record for height in an aeroplane here late this afternoon by sending his machine up 4,384½ feet. Paulhan's record at Los Angeles, the world's record for height until to-day, was 4,163. The height was calculated by President Lambert of the St. Louis Aero Club, with the aid of a sextant.

Aviators from all sections of the country and machines of all makes were at the Motor Speedway to-day when the first flights of the National Aviation meet were begun. All that was lacking was a crowd, as hardly more than 2,000 persons were in the grand stand and in the bleachers when the first machine was sent off.

The presence of the Wright brothers was inspiration to the proprietors of the meet. Orville Wright gave an exhibition flight early in the day for the purpose of trying a machine that had been assembled here. He rose to an altitude of seventy-five feet and then flew in a northerly direction until it reached the far edge of the course, the aviator bringing it around the same semi-circle in the air that marks the turn in the speedway.

Wright then increased the height of his machine to perhaps 125 feet, and at this altitude made two laps of the course. After completing that last lap the aviator showed his complete mastery over the air craft by flying to a point over the centre of the course and performing two complete circles in the air.

The first event of the afternoon programme was a ten-mile record trial by a Wright biplane, thirty horse power, with Brookins as aviator. The entry was for the machine making the fastest ten miles. The atmospheric conditions were excellent, with a steady breeze blowing at about eight miles an hour. The machine left the track and quickly took an altitude of about 100 feet, at which it gracefully described the mile course, which was laid out on the infield of the Speedway grounds. The course was defined by a line of flags stuck in the ground. The aviator completed six laps and alighted within fifty feet of where he started. The descents and stops were so gradual that there was not a jar, although the official announcement was that this was to be a ten-mile flight, the machine only covered six. Time—7:50.

Spectators Spellbound.

During the graceful flight around the course the spectators sat perfectly still in wonderment at the novel sight, but when the aviator swooped to the ground like some great bird and stepped from his seat, the grand stand crowd rose to its feet and applauded him to the echo.

The second event was a mile flight once around the course by A. L. Welsh in a Wright biplane. He completed the mile in 2:32. Throughout the flight he hung close to the ground, not being over fifty feet in the air at any time.

The first event of the afternoon, which fulfilled the high expectations of those who were witnessing their first aviation exhibition, was the third event upon the programme. W. A. Brookins, in a Wright biplane, made an ascension and gave a thrilling display of how the air has been conquered by the air craft. He made several circuits of the course, first dipping toward the earth, and then turning his machine toward the heavens with a rise to an altitude of about 500 feet.

After going around the course two or three times, he began to execute the figure eight and small circles and making remarkably short turns. After remaining in the air about ten minutes, he headed the machine toward the ground and dropped at great speed. Just as it seemed he would have a head-on collision with the earth he turned the elevating planes and threw the machine parallel to the ground, stopping the motors as he did so, and came to a rest without a tremor. The performance took the audience off its feet, and he got almost an ovation as he stepped from the machine.

The fourth event was an exhibition of the Wright machines, carrying one passenger each. Two machines made the ascension and were in the air simultaneously. A. L. Welsh was the pilot of one, accompanied by Ralph Johnson, and W. A. Brookinss piloted the other, with F. P. Coffyn as his fellow-passenger. These machines were in the air for a period of twelve minutes and they did not confine themselves to any fixed course, but gave exhibitions, seeking various altitudes, making sharp, though graceful turns, and otherwise proving themselves and their machines masters of the air. Brookinss, in a Wright biplane, made two ascensions for an altitude record.

His height each time was determined by the aid of a sextant, which was operated by President Lambert of the St. Louis Aero Club, and at his highest point on the first attempt he was 2,093 feet above the earth. His first round carried him 300 feet in the air, and then he successively passed the 500-foot point, mounted to the 1,000 mark, then 1,500, and finally he reached the height of 2,093 feet. After reaching this altitude he began dropping in much the same way as he had risen, making circuit after circuit and coming lower with each sweep, and finally, with a long swing, he came to the ground. This record broke the Speedway altitude set by Brookins on Saturday, when he sailed 1,560 feet above the earth. Then his second effort came with a greater success.

Capt. G. L. Bumbaugh met with a painful accident late this afternoon, and though he is badly bruised, it is not believed that his injuries will result fatally. After the crowd had left the grounds he brought out a machine of local make for a try-out. The machine rose well, but when the aviator was about sixty feet up it became unmanageable, whirled round and round, and then turned completely over and fell to the ground. Bumbaugh was caught under a part of the machine, and was badly bruised about the head and shoulders. That he was not killed is regarded as miraculous.

CITY RECORD WASTES $410,000 ANNUALLY

Continued from Page 1.

ing, stationery and book supplies." The report then continues:

We find that the waste and improper charges for The City Record and its several supplements is not less than $150,000 a year in a total of about $300,000. The contract with the printers has been continuously violated against the city and for the profit of the contractors. The best excuse given by anybody for this is that it has been the custom, and that precedent was always followed in violating the contract and practically doubling the cost of typesetting.

The contract with the printer for The City Record specifically provides that all matter shall be set solid, and that all tables shall be set in brevier whenever possible. No attempt has been made to follow this, with the result that pages have been leaded out and slugged so as to make more space than if set in brevier, and then the product has been charged against the city as solid nonpareil, making an average difference of more than $8 a page. We give several illustrations.

Annual Budget Printing a Scandal.

The printing in The City Record of the annual budget, standing by itself, is probably the worst bit of work done under the administration of Mayor McClellan's Government in the printing line. In direct violation of the contract that the tables should be set in brevier, they were set in a nonpareil face, the smallest type used in The City Record, double-leaded, and spread across every page with wide spacing, only two columns to the page.

These tables would have gone four columns to each page, set in brevier, as the contract required, and the waste or overcharge against the city was $6.16 on each of the 145 pages. Set according to contract, the cost would have been $2.15 for what appears on each page as against an actual cost of $8.31.

The civil list is another illustration of how the city was systematically wronged and was apparently without any protection in the office of the Supervisor of The City Record or anywhere else. This civil list is set on a minion body with nonpareil face, and charged for as solid nonpareil. In order to fill up each page it is slugged and leaded out outrageously.

Every page would have gone into the larger type, brevier, as we show in Exhibit P. The proper cost should have been $7.73 a page for the typesetting; the actual cost was $13.84—a difference against the city of $6.11 a page. The total waste in the composition of this civil list was $6,965.

The waste in the annual reports and the quarterly reports for the city departments is in every way as big as the waste in The City Record and its supplements. These reports involve a cost to the city of more than $200,000 a year. Except in a few instances, they are reprints from The City Record.

Printer Fixed His Own Price.

The printer is allowed to fix his own price for the publication of these reports. He decides the cost per page, the cost of binding, presswork, &c. There is no competition, nor has there been any effort made by The City Record Department, as testified to, to go outside and learn what would be a standard price. The printer for The City Record has the use of the standing type, puts it into book form, and is permitted to say what he shall charge the city for the book. In no instance have his bills been questioned.

Many of these annual reports are ordered in violation of law by the department heads and in some cases there is doubt whether they were ever ordered. It is a conservative estimate to say that the prices charged are 50 per cent. above the market rates for publication of reports in book form or pamphlet form of matter already printed in The City Record.

For the purposes of this condensed report, your commission will not go over the cost of the various books printed from the several departments of the city, except to say that conservatively an overcharge of $40,000 in every $100,000 can be proved conclusively.

In addition to this, many of the books never ought to have been printed. Outside of the report of the Department of Health, which report could be cut in two, and the reports for the Controller and the Corporation Counsel, there are few that have any value. All of them are printed in The City Record, to begin with.

Few of them, when printed in book form, are less than a year old. The report of the Charities Department for 1908 and of the Health Department for 1908 were finished in April of this year, 1910, at an aggregate cost of $15,000 to the city. There is nothing in the annual report of the Charities Department of nearly 800 pages which could not be put in fifty.

Eliminating the waste, which can be done under a proper administration of The City Record office, and, paying the printer only a fair price for his work, the city can save more than $100,000 a year on its publications, making a total of $250,000 of saving on The City Record, its supplements, its books, and pamphlets.

Almost No Competition in Stationery.

Bad as the printing of The City Record is, the worst feature is the blank printing and stationery for the city. There is practically no competition. The charter of the city is grossly violated in this respect. There is supposed to be an annual contract for printing blanks, noteheads, and other supplies, for blankbooks and for stationery proper. As a matter of fact, the total of the annual contracts for all these is less than $100,000, while the total of the open orders is more than $700,000.

In respect to the advertising, we find that there was more than $500,000 of waste in the last two years of Mayor McClellan's administration, purely on optional advertising. The roll of newspapers was added to steadily. Weekly newspapers, monthly newspapers, and even newspapers published at the seaside during the Summer season, received the bounty of the city. Nearly all these were permitted to charge 40 cents a line, agate measurement, which was a piece of jobbery.

In giving out the report the Mayor said that he did not care to comment on it or say whether any further action will be taken in the matter until he has fully digested it.

The officers of Martin B. Brown & Co. declined to talk of the report until they are more familiar with the contents.

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for straw hats that are worth and that were made to sell at $5, $4 and $3.

$1.40

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Brill Brothers
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UNION SQUARE, 14th St., nr. B'way. 47 CORTLANDT ST., nr. Greenwich.

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There are bold rugged shores with white sandy beaches or superb inland lakes. And no matter which you decide upon, there you will find hotels whose service, equipment and cuisine have brought them world-fame. You can just loaf or live in comfort.

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The Famous Bar Harbor Express will depart from Grand Central Terminal, New York City, 8.00 P.M., except Sunday, offering excellent through train service between New York and Bar Harbor, Maine, and all intermediate points.

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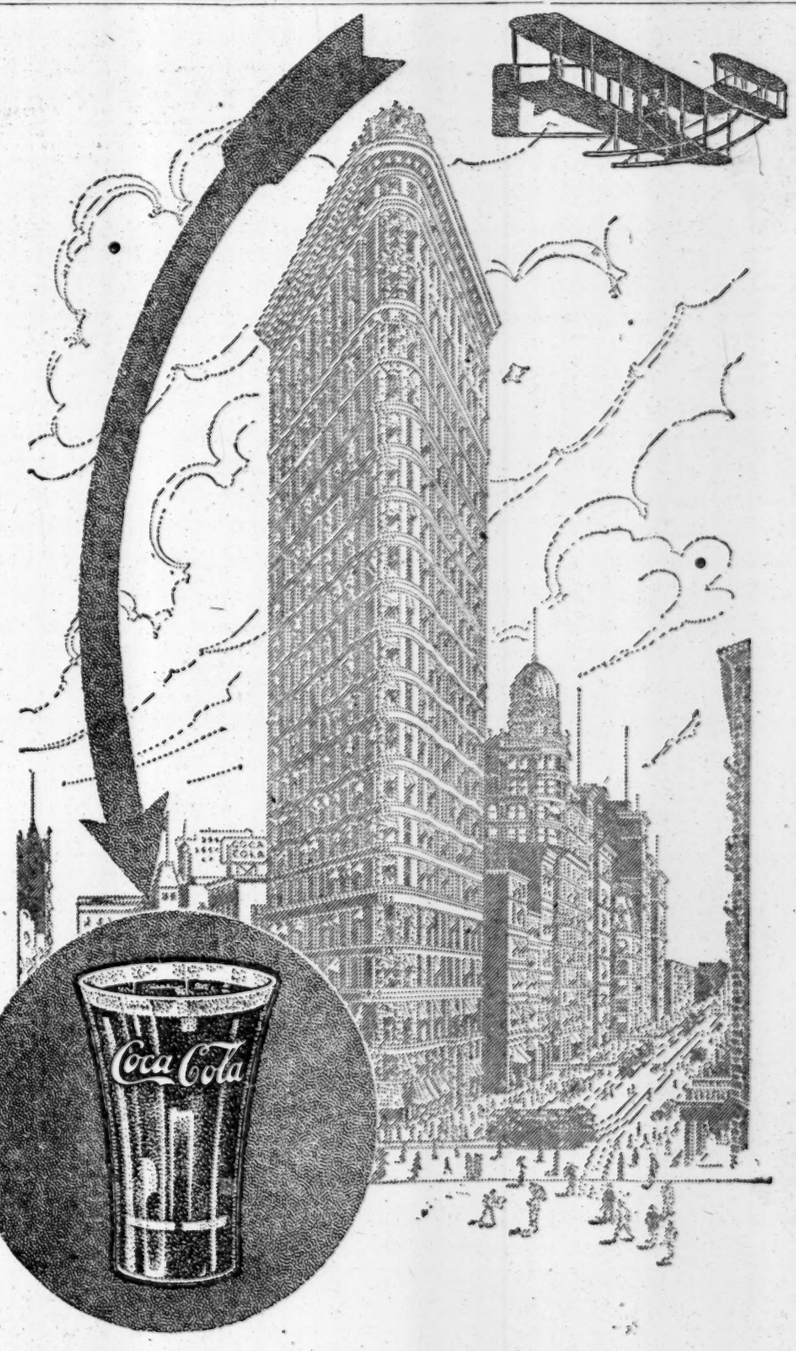

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NEW YORK, TUESDAY, JUNE 14, 1910.

Readers of The New York Times may have Daily and Sunday Editions mailed to them in any part of Country at rate of 75c. per month, Daily Edition, 50c. per month. Orders may be sent through newsdealers or directly to Publication Office.

HAMILTON'S TRIUMPH.

Until HAMILTON showed yesterday how it could be done, no man ever journeyed from Castle Williams to the immediate neighborhood of the colossal statue of WILLIAM PENN upon Philadelphia's Public Building in less than two hours. It is in a high degree improbable that for many years to come anybody will be able to make the journey from Governors Island to the City of Philadelphia under two hours save by flight through the air. HAMILTON traveled on his outward trip at a rate a little better than forty-five miles an hour. That, in itself, is something of an achievement. But his flight, made under the auspices of THE NEW YORK TIMES and The Public Ledger of Philadelphia, had this novel feature, that it was made throughout practically upon schedule time, just as a railroad train would run. There was an accident at the very start—a propeller was broken. But that was an avoidable accident, and it cannot be held to count against the biplane as a vehicle for practical use. But for that his flight would have been made from start to finish in conditions practically identical with those of railroad travel. That is to say, he would have started at an announced moment, would have passed over intervening points within a very few minutes of his schedule, and would have reached his destination at the expected moment. That is something new in the art of aerial navigation.

HAMILTON'S achievement was wonderful in other respects. It is hardly more than two years since the aeroplane began to demonstrate its possibilities. Yet with this strange new vehicle, as yet but imperfectly "tried out" in long flights, as yet far from that degree of mechanical perfection which it will undoubtedly soon attain, HAMILTON flew from Governors Island to North Philadelphia, a distance of eighty-six miles, and then on his return trip covered a distance of some seventy miles before he was compelled to descend through trouble with his propeller. That is to say, he traveled 150 miles with but a single stop. The art of steam locomotion has reached a state of high development, but there are few locomotive engines that in daily use surpass this record. There are still fewer—there are, indeed, very few—automobiles that can approach it. The ocean-going steamship and the locomotive are the only two instrumentalities of transportation capable of outdoing the new flying machine, brought into use but two short years ago, and the ocean-going steamship travels at less than half HAMILTON'S speed.

It is an occasion of regret, of course, that the daring aviator was balked of a complete triumph, of the full accomplishment of his design, by a mechanical failure of his vehicle. It would have added much to his joy had he been able to return to Governors Island in a single flight from North Philadelphia. It would have added much more had he found his machine in condition to include in his voyage the intended route to Yonkers and return, which would have put to his credit a record surpassing that of PAULHAN for continuous flight. But, as it stands, it was a wonderful feat. It was the first flight between two great cities, the first flight of that distance crowned by a return to the starting point within the limits of the same day.

Mr. HAMILTON has given another and a signal demonstration of the practicability of the aeroplane. It was the purpose of THE TIMES in offering the prize for this flight to give encouragement to such demonstrations with a view to the development of the machine and of the art. In such flights the weak points of the mechanism are disclosed. It will be easily possible to make propellers that will endure such tests, and far greater tests. The internal combustion engine is as yet not an altogether trustworthy source of power. It is subject to sulking moods, as every automobile owner knows, and knows to his regret. Undoubtedly it will be improved. Foul spark plugs and other sources of 'missing fire" will be eliminated. But it is possible, too, that in years to come something better and surer than a gasoline engine will be made available for the use of aviators. The important point in this and other recent demonstrations is the evidence they afford of the sufficiency of the sutaining planes, the "wings" of the flying machine. They do their work satisfactorily. The source of weakness and uncertainty lies in the motor apparatus. Invention and improvement are directly stimulated by such feats as that which HAMILTON has accomplished. Praise without stint is due to him for his courage and for his skill and persistence. His fame among the conquerors of the air will be enhanced by what he did yesterday.

AN EXCEPTIONAL FINANCIER.

Admiring comment has been bestowed upon the President of a big bank in one of the largest cities who has reached, as it seems, the summit of his ambition at the age of 45 years, because of his manner of living. He had no college education. He began the struggle of life as a bank messenger at the age of 14. He has never lost a day through sickness, never taken a vacation; he does not drink or smoke; has no diversions, has no literary likings, has no country home, and works nine hours every day.

An exceptional man, certainly, is described in these sentences but after all the qualities here enumerated are mostly negative. He must have others to fit him for the position of high responsibility he fills. We must assume that he has an acquisitive mind and a retentive memory as well as sound judgment. He probably knows real estate values in his city and the credit of its business men better than many other bankers—perhaps better than any other local banker. Of course, he has mastered thoroughly the routine of the banking business. But there is much more in that business than routine.

Not everybody will find in the record of this bank President, as it is reported, assurance of noteworthy fitness to conduct great enterprises. Old-fashioned banking, perhaps, demanded no higher qualities. But the bank over which he presides is a consolidated institution with enormous capitalization. Its methods are assuredly not old-fashioned, while even the old-fashioned banker derived useful culture from reading and travel, was refreshed by diversion, and was better equipped for his exacting labor by a broad knowledge of the outside world. The willing plodder, who finds all his pleasure in his work, is rarely found in a high executive position. The leaders of the financial world are generally men of varied attainments who frequently have ennobling avocations out of business hours. A successful bank President who is a total abstainer and eschews tobacco, who never takes a vacation, has no aesthetic tastes, knows nothing of good books, is a rarity who may serve well as an example for youth. But there are other kinds of bank Presidents whose banks are just as safe, who attract depositors as easily, and make loans as judiciously.

A GREAT TRIBUNAL.

A court like The Hague Tribunal may safely be judged by the view of its character, responsibilities, ideals, and scope taken by its presiding member. The Hague Tribunal is, in truth, but vaguely understood, and in the general mind is liable to be seriously misunderstood. It is relatively novel. It deals with matters which from time immemorial have been deemed solely within the fields of diplomacy or of war, and which, until very recently, have been submitted to arbitration only rarely and within a narrow range. It is, in a sense, a court without a law to interpret, without statutes to define its powers and duties, without authoritative precedents, and especially without that organized and adequate force behind it on which the tribunals of actual sovereignties can ultimately rely. The parties to the cases brought before it are not subjects of a common State, but are themselves States, great or small, strong or weak, but each completely independent, on whom its decisions are binding by virtue of their several consents. As to a tribunal of this unfamiliar character, the view of the jurist honored by selection for its Presidency is of the greatest value.

In this instance the President is Mr. H. LAMMASCH, Doctor of Law, Professor of the University of Vienna, Aulic Councilor and member of the Upper House of the Austrian Parliament. In his brief address at the first session of the Tribunal to consider the questions relating to fisheries arising between the United States and Great Britain the President spoke with admirable dignity and deliberation, but with earnest feeling, of the functions of the Court. He referred to the fact that it is a "Permanent Court of International Arbitration," and that it had been established for ten years. It had justified its existence. It had "shown that instead of appealing to brute force with all its casualties, cruelties, and injustices, differences—important differences between mighty States—may be adjusted according to the laws of equity, justice, and humanity." It had "decided disputes touching all four continents." "The greatest Powers of the world have submitted by their free will" to the Court, and "nations of minor forces have found their protection before it." Nations coming once to the Court had come again. Judges chosen to settle one case had been chosen to settle others, "convincing evidence that nations are contented with the work done."

The most impressive and significant remark of Mr. LAMMASCH is, we think, the following:

> Matters of great importance have been adjusted in these modest provisional rooms, some of them involving the most delicate questions of sovereignty and national pride, all implicating intricate problems of international law.

This is a pregnant statement. For a long time the chief Governments of the modern world have been studying, discussing, experimenting with the principle of arbitration, with reference to the possibility of its ultimate adoption as a general, uniform, and continuous mode of determining disputes. While arbitration has quite often been successful in minor matters, they have usually been matters in which the parties could with a fair degree of ease come to an agreement as to the scope of the arbitration. But both in practice and in theory when cases have involved what was regarded as the independence or the national honor of the disputants, the principle of arbitration has encountered an apparently insurmountable obstacle. It will be noted that Mr. LAMMASCH does not use these precise terms in describing the questions that have been adjusted by The Hague Tribunal. But he employs terms that are substantially equivalent to these—"delicate questions of sovereignty and national pride." In some instances and in an appreciable degree, then, the ancient obstacles have been overcome, the apparently hopeless impasse has been opened. Such testimony from such a source is of inestimable value.

The President of the present Court at The Hague, with this remarkable record in view, expresses the opinion that "perhaps never till now has there been intrusted to an arbitral tribunal a question of such gravity and of so complex a nature as in the present case of almost secular standing." It is very old. Some of the documents run back nearly three centuries. The bases of the opposing claims were laid in international relations long since radically changed, and have been modified by the fortunes of a succession of great wars. During the development of the dispute our own Nation has risen from infancy to undreamed-of strength and extent, while the foundations of another State of equal promise have been laid and the firm superstructure begun. With this vast development there unquestionably has grown and strengthened the general national and international sentiment which demands "peace through justice" rather than through the arbitrament of war, and the hope expressed by Mr. LAMMASCH that this question will be settled "peacefully and definitely" is justified. When that shall have been done it will be another step in the progress toward a "permanent and truly judicial tribunal" to which the nations may come with increasing confidence in its essential efficacy.

RAILWAY AND COMMERCIAL PROFITS.

Gov. FORT plainly told the complaining commuters that they are to blame for their troubles. It was their laxness which allowed railways to act as though their first duty were to make money. In fact, "the first duty of a railway company is to consider what is for the interests of the public. It is only a secondary duty to fix rates or charges so that a reasonable dividend may be paid to stockholders."

The reasonableness of rates in the new dispensation is to depend on the reasonableness of dividends, it seems. It makes no difference what the cost of the service may be, nor the value to the one receiving the service, nor the relation of one rate to another, involving the broad question of competition between markets. All old methods of managing railways are to be scrapped, and they are to be managed on the theory that 6 per cent. is enough, in addition to the consciousness of performing a higher duty to the State than the earning of dividends. Since this is to be so it is worth while to ask what are the relations of railway dividends to commercial dividends. It is worth while to remark in passing that in some years two-thirds of the total railway capital pays no dividends. Rarely does over two-thirds pay anything, and never has the average rate reached 7 per cent. Averages prove nothing, and conceal the cloven hoof of overcapitalization, and dividends on water. The proper thing is to select some heinous examples of excessive profits by railways, and compare them with examples of commercial profits, in order to discover how much railway dividends should be reduced.

An article in The American Academy of Political Science shows that issues of "rights" in addition to regular dividends have resulted in doubling and tripling the shares of some railways. Thus the owner of 100 shares of Baltimore & Ohio in 1880 would have 209 now, and the owner of 100 Great Northern would have 693 shares. That is the most shocking example of all. The reason why these roads are financed in this way has nothing to do with the new theory of dividends on railways. Stock has been issued because the roads needed to grow, and the capital could not be got on bonds. The owners of the desired capital demanded more than mortgage interest, or mere dividends at any practicable rate. Either the country would have had to go without railways, or it was necessary to obtain fresh capital by the offers of "rights" to subscribe. The roads and the dividends grew together, and the community was advantaged by having its traffic carried.

Just how extortionate these railways were will appear by comparing their profits with those of other trades. It would be easy to name banks whose shares are selling at 1,000 and higher, sometimes with 100 per cent. distributions in single years. Standard Oil and American Tobacco Company are convicted conspirators in restraint of trade, and no illegal rate of dividend is fairly citable for comparison. We published the other day a dividend of 100 per cent. by the Singer Manufacturing Company. In 1864 its capital was $500,000, and it has grown to $60,000,000. The United Gas Improvement Company has increased its stock 559 per cent. since 1880. The American Telephone Company has doubled its capital by rights issued three times. The United Shoe Company, which advertised a rebate to customers yesterday, has paid 35 per cent. in stock dividends in three years, and regular dividends of 8 per cent.

These are but a few plums picked out of a rich pudding at random. Any business man is able to recall others, and also able to say whether or not 6 per cent. dividends allowed to railways as an act of grace would tempt his capital away from its occupation in his personal enterprises into another which should subordinate questions of profit to that of serving the public. This is the new patriotism. It is admirable, but it is not business. There are millions who would vote to put other people's money at the service of the State, many would vote such a use for tax money, but very few would take individually less from the railways than they could make otherwise.

HERMAN VEZIN.

HERMAN VEZIN, the actor, who died in London Sunday in his eighty-second year, just escaped great renown in his art. His lack was the indefinable quality of personality, called loosely magnetism or charm, which all the really great actors have possessed, from GARRICK to BOOTH and MANSFIELD, and many of deficient histrionism have found their principal aid in popularity. The skill, zeal, taste, and versatility of Mr. VEZIN were never questioned. Sometimes in his long career he seemed to be destined to assume the leadership of the British stage.

In the epochs of "Dan'l Druce, Blacksmith," and "The Man o'Airlie," he was temporarily in high popular esteem. In the first long run of "Olivia" his Dr. Primrose was accounted a master work of impersonation. Critics always praised him, but the multitude rarely comprehended him. He had acted all the old heroic parts and appeared in many modern plays. He was pointed out to young actors as a model of style. But the tide of public favor passed him by. COGHLAN, IRVING, TREE, HARE, WILLARD, TERRISS, WALLER, ALEXANDER, BOURCHIER, all came forward in his time.

Perhaps if Mr. VEZIN had chosen, as the elder WALLACK did, to transfer his services to the American stage he might have prospered. He was a native of Philadelphia, by the way, and a graduate of the University of Pennsylvania. But as an actor he was known only in Great Britain.

TOPICS OF THE TIMES.

We Seem to Have Been Misunderstood.

It grieves us to learn that THE TIMES has not only failed to make clear to all its readers its position as to medical practice and the regulation thereof, but has somehow managed to give at least one of its readers a wholly wrong idea as to what that position is. This humiliating knowledge is conveyed to us in a letter from a certain H. B. BRADFORD, who must be a very important person, since he is the President of the Anti-Compulsory Society of the District of Columbia. To be sure, we never heard before of him or his organization, but there are a good many people and things that come newly to our attention every day, and we do not on that account deem them the less worthy of respect.

Mr. BRADFORD protests against our recent statement to the effect that medical freedom is in no danger and that no money need be spent in its defense. On the contrary, he says, the danger and the need exist, and to prove it he asks if we can "honestly" deny our own belief in compulsory vaccination. As a matter of fact, we can't, honestly, and won't, dishonestly, but as both the efficacy of, and the necessity for, compulsory vaccination were long since admitted by all sane and enlightened people, the admission will not count heavily against us or have much bearing on the question at issue. It is a bit different when Mr. BRADFORD charges us with antagonism to all methods of medical treatment except with drugs and bases his accusation on what we have said against Christian Science, osteopathy, and other "drugless systems of healing."

Could anything be more absurd? We will not pause for a reply, but answer "No." For really there couldn't. We have as little thought of calling drugs all there is to medicine as of denying that they are a part of it. As for the "drugless systems of healing," we have again and again recognized the merit there is in every one of them and have only demanded that their practitioners should be sufficiently trained to use them intelligently. That is all any doctor ever demanded, and the doctors would be the first and the most strenuous in protest against any suggestion of a law that interdicted their resort to psychotherapy or massage when a competent diagnosis called for it.

The only medical compulsion with which anybody is threatened is the compulsion to learn medicine before practicing it. The same sort of compulsion is applied to sea Captains, engineers, plumbers, lawyers—the members of many trades and professions.

Practicality Can Be Unpractical.

DAVID J. RANKIN, Jr., a St. Louis millionaire, has not only had, but in his own lifetime has executed, the fine idea of devoting practically his whole fortune to the establishment and maintenance of a great School of Mechanical Trades. Reserving for himself only an annual income of $3,000, he is content to live in three rooms over a grocery store, and devotes all of his time as well as the rest of his money to the end that boys, for a nominal fee, may have an opportunity to gain the training they need for the practice of the various industrial arts.

As it has been one of the gravest errors of trades unionism seriously to reduce the number of such opportunities, the need of schools like that in which Mr. RANKIN has interested himself is obvious, but the accounts of his enterprise give reason for fearing that, in keeping away from unpracticality, he has gone too far in the other direction, and is compelling the conduct of his school on lines that are considerably less practical than he thinks. For instance, it is said that, instead of allowing his classes in geometry to study that mathematical abstraction, the "cone," they are allowed to investigate only the superfices and content of visible, tangible "funnels."

In other words he prefers the specific to the general, and is alarmed by the possibility that a boy may learn a lot about cones without acquiring the ability to apply his knowledge to funnels. That the possibility exists cannot be denied, but so does the possibility that the boy who deals with only one or a few material funnels may fail to get it into his head that the rules he learns in regard to them can be used in the measurement of many other things and spaces. Theory is good and practice is good, but both are better than either, and neither is of much value by itself. As between the two, theory, if properly taught, leads straight and logically to intelligent practice, but practice alone leads nowhere—far.

As to the enormous practicality of pure mathematics there can be no question, and, in depriving his boys of the cone concept, Mr. RANKIN is inflicting upon them what we cannot help thinking is a severe and irreparable loss. He should trust his teachers more. If those he has selected do not know better than to teach only applications of geometry, and none of its principles, he should get some who do. It he doesn't his school will turn out rule-of-thumb workmen instead of those who use their brains and can think for themselves.

Alimony and Divorce.

A Boston Judge is of the opinion that there would be fewer divorces if allowances of alimony were not as generous as it is the practice of the courts to make them. Probably. But, on the other hand, would not the giving of adequate reasons for divorce be encouraged if husbands knew that the money penalty for maltreating their wives was not to bear a ratio to their incomes as large as now?

From some points of view divorce is in itself always and necessarily an evil, and anything that will prevent or diminish it is to be commended. The generally accepted theory, however, the theory that has almost universal support from the law, looks at divorce, not as breaking marriage, but as giving formal recognition to the fact that the marriage, properly so called, no longer exists, having already been broken by one or the other parties to it.

Accepting that theory, there is no reason for cutting down alimonies, and to increase them instead would probably be as efficient in making husbands more careful as decreasing them would be in making the other side of the house more patient. Boston Judges don't know quite everything.

HARBOR CONGESTION.

Wants the Money for Improvements Before Summer Vacations.

To the Editor of The New York Times:

During the early part of this year, there were innumerable meetings held by the various commercial organizations throughout the city, at which special committees were appointed to discuss with the newly-elected city officials ways and means for the conservation and promotion of our commerce. No novices were the men selected. Every man upon those joint committees was a past master upon the subject matter of New York's commerce, who had been trained in the school of practical experience; hence, it took them but a brief time after they had met and organized to agree upon the essentials necessary to the success of their object, the chief of which was relieving the intolerable congestion which prevails along the water front and drives shipping to other ports.

This condition was brought to the notice of the various officials whose duty it was to act upon the matter, individually or collectively, from the Mayor down. Public meetings were held upon the subject; civic and trade organizations all over the city took up the question, while the newspapers and magazines were devoting columns upon columns, many of which were profusely illustrated, to the discussion of this vital matter, and when it had been all thrashed out, it was unanimously agreed that the only effective remedy for this congestive disease was "the acquisition of more public piers and the development of the city's water front at points removed from the congested centre."

Mayor Gaynor appreciates the force of this argument. Dock Commissioner Tomkins has worked assiduously for the means to apply the remedy. The Board of Estimate and Apportionment and the Sinking Fund Commission have raised no verbal objections to the carrying out of the project, but "actions speak louder than words"; it is upon their action that the whole thing depends. They, and they alone, can furnish the means, without which all our past efforts avail us nothing. Therefore, to use the common phrase, "It is up to them." They are the ones upon whose shoulders now rests the question of the rise or fall of New York's commerce, with all that it implies. The press and the public have done their share, and have spared neither space, time nor means to remedy the disgraceful conditions which now prevail through the ignorance, inertia, or design of past administrations, but nothing can be done without the money to carry these recommendations into effect, and that we shall certainly expect the custodians of the city's exchequer to appropriate before they go on their vacations, that the work may be carried on to rapid completion during their absence.

CHAS. CAMPBELL.
Secretary the Harbors, Terminals, and Transportation League.
New York, June 11, 1910.

Three Estates of England.

To the Editor of The New York Times:

Your correspondent "J. S. D." in to-day's issue of your paper is in error, I believe, as the three estates of the realm are:

(1) The King.
(2) The Lords, Spiritual and Temporal.
(3) The Commons.

The Lords, Spiritual and Temporal, sit and vote together and form but one of three estates whose consent is necessary before any bill can become a law. The enacting clause of each statute reads: "Be it enacted by the King's Most Excellent Majesty, by and with the advice and consent of the Lords, Spiritual and Temporal, and Commons," &c.

R. G. McMEEKIN.
New York, June 11, 1910.

This question has been the subject of some dispute. Originally there can be no doubt that the three estates were the Lords Spiritual, the Lords Temporal, and the Commons, for the old expression was "the King and the three estates of the realm assembled in Parliament." This was the division employed in the Continental countries also. From the time of Henry IV. the phrase, "the three estates," seems to have been used popularly for the King, the Lords, and the Commons. Technically, our correspondent J. S. D. is correct.—[Editor TIMES.]

Hats and Tobacco.

To the Editor of The New York Times:

I have been greatly edified by "E. M. W.'s" suggestion in this morning's paper that since men make nuisances of themselves by smoking and spitting in public, women are justified in increasing the sum of human misery by wearing large hats. By all means let us consult only our own inclinations and desires and abuse each other for the resulting discomforts. New York will then be paradise indeed.

Personally, I sympathize both with the women whose appearance is improved by the use of large hats—presumably for the concealment they offer—and also with the men whose nerves are in such a condition that they need the sedative action of tobacco at all times and in all places. Both classes are victims of circumstances, and neither is criminal.

A LOOKER ON.
New York, June 12, 1910.

PROTESTING GUARDSMEN.

Strongly Object to Parading on the Fourth of July.

To the Editor of The New York Times:

As the projected parade of the militia in New York City on July 4 will cause such a great inconvenience and hardship to so many men who now sacrifice a large part of their time to the public interest, by further depriving them of the only Summer holiday that they now have, I ask the favor of your columns for the presentation of the following points, in the hope that the committee arranging for the Fourth of July celebration will not request the parading of the National Guard in New York City.

(1) The Fourth of July is the only Summer holiday of a large number of those who would be required to parade. There are many clerks and young men in New York City who do not receive any holiday, and consequently the Fourth of July means the only three-day outing that they will get during the Summer, and if they are required to parade on this day it will deny them this one outing to which they look forward with so much pleasure. Many of them have made arrangements with their families to go away to the country for this holiday, and such engagements would, of course, have to be broken if the male member of the family would have to parade.

(2) Some regiments have difficulty in adding to their enlistments each year, and if those who join military organizations will be deprived of their legal holidays by being ordered out to parade it may greatly handicap the ability of such organizations to maintain their enlistments. The National Guard has paraded for a great many years on Decoration Day, and generally one other day during the year on some special occasion, and if it is also required to parade on the Fourth of July, that obliges the members of the National Guard to sacrifice their only Spring and Summer holidays.

(3) Some years ago parades were held on the Fourth of July, but owing to the great heat there were many soldiers who were prostrated, and consequently it was found necessary to cancel the parade on that day.

(4) There is now a parade that occurs each year on May 30, only a few days more than a month in advance of the Fourth, but of late years there have been but a few people who have taken the trouble to witness this parade, preferring to take the day off in the country or with their families. This year, on June 18, I understand there will be somewhat of a parade in honor of Col. Roosevelt on his return to America. This means, if a parade is held on the Fourth as well, that, together with the Police Department and Street Cleaning Department parades, there will have been five parades in New York City within thirty-four days, and that surely is a good many for the people of New York to view.

If it were possible to make the attendance at the parade voluntary, perhaps there are some militiamen who would care to attend, but I assure you that it would be a great hardship and burden if the entire National Guard of this city were ordered out on that day and required to sacrifice the best holiday of the year.

New York, June 11, 1910. A CITIZEN.

To the Editor of The New York Times:

It appears to me asinine to hold a parade on the Fourth of July, not only for the reason that that day as a rule is exceedingly hot, making sunstroke liable, but from the fact that there will be few people in town to witness a parade. I cannot see any reason why we should turn out for a mere handful of people. Many members of the Guard during the past few years have willingly given up their vacations in order to go to the various manoeuvres to perfect themselves into a working body, and I think some consideration should be shown and they should not be compelled to give up the only holiday during the Summer season just because some private individual has an axe to grind.

Some of the regiments find it hard to secure recruits, and from a commonsense view I cannot see where this absurd parade will be conducive of securing any new material. The large majority of the present members if compelled to report will do so under protest. We are military organizations, not advertisements for fireworks.

H. W. S.
New York, June 11, 1910.

Mr. Roosevelt's Oxford Lecture.

To the Editor of The New York Times:

May I offer a response to a seeming unsettled query of Mr. Roosevelt at Oxford? The secret of the survival of nations is essential freedom and the vision of values unattained. "Where there is no vision the people perish." When there is no paramount sense of worth to be wrought into organic realities the reaction to decay is dominant for destiny.

WESLEY W. TERRY.
Stamford, N. Y., June 10, 1910.

Length of a Cat's Tail.

To the Editor of The New York Times:

Will some of your readers kindly tell me the average length of a cat's tail? Our cat's tail seems to be an unusually long one, and it measures fourteen inches. I should be interested to compare this measurement with the length of other cats' tails.

"PUSSY'S FRIEND."
New York, June 12, 1910.

THE SPIRIT OF PROGRESS.

To THE TIMES, which urged; Hamilton, who tried; and both, who accomplished—This Tribute.

I am the Spirit of Progress. Nothing to me is unknown.
Man, toward the height of his manhood, reads from the seed I have sown;
Finds the lost Key to All Wisdom; "Sesame!" cries to the door;
Reads from the Book of All Knowledge words that he stammered before;
Touches the poles in his striding; gathers the world in his arms;
Schedules the stars in their courses; laughs at his yester-alarms;
Makes the old master his servant, serving for being served fair;
Cleaves through the undermost waters; soars through the uppermost air!

I am the Spirit of Progress, leading a child through the night;
Helping him bridge the abysses, walking ahead with a light;
Patient, enduring forever, biding the hour and the man;
Answering ever the question: "Can it be done?" "It can!"
Hard, long and slow was the travail; Ignorance, Folly and Fear
Lying in wait at each turning, armed with the murderous jeer.
Lo! what a tale is unfolded! Lo! How the Dark has fled!
Lo! how the child is a giant! Lo! how the Light has spread!

Sev'n were the days giv'n to wonder! Sev'n for the marveling tongue!
Shall we still prattle of marvel, when the century's saga is sung?
Do we not speak through the tempest? hear o'er the fickle wind's tracks?
Have we not stolen Death's triumph, 'prisoning voices in wax?
Shall we not cease the old babbling, knowing from things of the past,
That which we deemed shadow-castles, in stone shall be fashioned at last?
Still shall the sound of late laughter steal through the hush of the fact?
Nothing at all is of marvel! Knowledge alone have we lacked!

Think you the story is ending? Nay! 'Twas a prologue I spoke!
'Tis but the dawn of a day when power shall power invoke;
When we shall snaffle the lightning; curb an invisible steed;
Harness the seas; and, by thinking, thought inexpressible read;
When we shall ride with Apollo out o'er Infinity's spaces,
Charting new worlds and new creatures, lisping new tongues to new races!
Think you the story is ending? Think you the world is grown old?
Hark ye! The planets are calling, each unto each to unfold!

STEPHEN CHALMERS.

STOCK YARDS SUIT A GOVERNMENT TEST

Action Is Begun to Define Commerce Board's Control Over Roads with Inter-State Connection.

MOVE ON TOWING COMPANY

Evidence Being Collected Quietly, It Is Said, for Prosecution of Great Lakes Corporation Under Sherman Law.

CHICAGO, June 13.—The bill in equity against the Union Stock Yards and Transit Company et al., charging rebating, was filed here to-day by United States District Attorney Sims.

The important question which it is expected will be settled by the Government's suit against the Union Stock Yards and Transit Company and others, charging the granting of rebates to a shipper, is whether concerns like the Union Stock Yards, operating railroads wholly within a State, but in connection with lines doing an inter-State business are subject to regulation by the Inter-State Commerce Commission.

Details of the form of the bill were made public at Washington on last Saturday. The bill, it develops, seeks an injunction to prevent the paying of a rebate, declaring in effect that the switching railways at the stock yards, while in their individual extent are merely local affairs, are really, by agreement, Inter-State roads doing an inter-State business. It is declared therefore that in agreeing to pay Louis Pfaelzer & Sons, a stock yards concern, $50,000 a year to retain it as a factor in business at the stock yards, the Union Stock Yards and Transit Company et al. are agreeing to pay a rebate in restraint of trade and in discrimination against other shippers.

WASHINGTON, June 13.—The Government is engaged in collecting evidence intended, it is understood, to form the basis of a suit against the Great Lakes Towing Company under the Sherman Anti-Trust law, on the ground that it is a combination in restraint of trade.

The matter of the intended suit had been kept very quiet, but the fact that evidence was being collected leaked out to-day. An investigation of the records of the clearances and entries of the Chicago Custom House has been authorized for the purpose of obtaining information desired by the Department of Justice in the preparation of the bill in equity.

CLEVELAND, Ohio, June 13.—At the general offices of the Great Lakes Towing Company here to-day it was said that the dispatch from Washington was the first information they had of any proposed action on the part of the Government under the Sherman Anti-Trust law.

M. H. Wardwell, Secretary, said the Government was at liberty to have from the company any information desired. "For several years the Department of Commerce and Labor has been asking for information, which it received, and one time the Department of Justice made an investigation," Mr. Wardwell said, "but no action was taken.

"Talk of a suit started in 1902, during the strike of the licensed tugmen, when the tugmen probably made some complaint. I believe the matter has been stirred up again through a certain Congressman, who owes us $7,000, and which sum we have been trying to collect since 1903. That was for service in raising a boat, which he owned, and which sunk in 1903. This matter is on record in a suit in the Federal Court at Detroit."

BUFFALO, N. Y., June 13.—President Edward Smith of the Great Lakes Towing Company, when informed to-day of the Government's reported activity in collecting evidence relative to a possible suit against his company under the Sherman Anti-Trust law, said he knew nothing of the matter nor of any basis for such action.

EGG BOARD ATTACKED.

Fixes Prices to Suit Itself, Savs Sims, Asking Its Dissolution.

CHICAGO, June 13.—Largely as a result of testimony adduced by the Senate committee investigating the cost of living, the Federal Government to-day began an attack on the Chicago Butter and Egg Board. United States District Attorney Sims filed a petition in the United States Circuit Court seeking to enjoin the board from issuing quotations and asking its dissolution.

The gist of the charge against the board is that its Quotation Committees send broadcast quotations which during the last three years have varied from ⅞ cent to 1½ cents under the actual price in the open market. In this way, it is charged, "insiders" on the board, particularly those who are members of the Quotations Committee, buy from the original producers at a lower price than dealers who go into the open market.

According to the Government petition, the board meets daily. Members post the amount of produce they have to sell, and other members bid for what they want. Actual trading over, it is alleged, the Quotation Committees meet and "fix" the official quotations for the day. These, it is alleged, are usually placed under the actual market price, and it is alleged are intended merely to mislead farmers and other producers. Members of the Quotation Committees, who serve for three months, it is charged, also have an undue advantage over other members of the board, in that they make contracts long in advance, and on the day of delivery make a quotation regardless of actual values to suit their own needs on the day of delivery.

POULTRY DEALERS ASK DELAY.

Jerome Wants Adjournment Because One of His Clients Is Ill.

Ex-District Attorney Jerome, as counsel for some eighteen dealers in kosher poultry who are under indictment for conspiracy, appeared before Judge Rosalsky in General Session yesterday to urge an adjournment of the trial. Samuel Werner, one of the defendants, is ill with typhoid, but Assistant District Attorney De Ford will press the trial of the others to-day unless Mr. Jerome can show by affidavits that Werner is necessary also as a witness.

Mr. Jerome promised to have such affidavits in court this morning, and objected to the implication that he was trying to delay trial.

"My clients are peculiarly anxious for trial," he said, "for they do not care to pursue their present business methods if they are to be adjudged criminal."

Mr. Jerome and Mr. De Ford spent the rest of the morning arguing a demurrer to the indictment. The defense claims that the facts charged do not constitute a crime. It was recalled that the same complaint, which led to Grand Jury action under the Whitman administration, was turned down when Jerome was District Attorney.

He based his argument yesterday on the contention that the Donnelly act repeals, by implication, the older conspiracy statute in so far as business methods were concerned. Judge Rosalsky reserved decision.

HITS BY NEWCOMERS IN THIS SUMMER SHOW

"Girlies" Bright and Lively, with Clever Specialty People to Lead the Fun.

PRETTY DANCING NUMBERS

With Bevies of Remarkably Pretty Girls in Charming Costumes and Novel Evolutions.

GIRLIES, a musical comedy, in two acts, book by George V. Hobart; music and lyrics by Williams and Van Alstyne. New Amsterdam Theatre.

Oscar Speil	Joseph Cawthorn
Justin Wright	J. B. Hollis
Gordon Doane	Jed. Prouty
Billy Murray	Ernest Truex
Harry Shelby, The Burglar,	Harry Kernell
Bud Washington	Harry S. Fern
Sestim	Harry Breen
Blitzen	David Abrahams
Frank	Sid M. Ayres
Walter	Darl MacBoyle
Harold	Walter Clinton
Carl	J. W. Cody
Tor	Edwin Stone
Jim	Den Lownie
Amos	Fred Emerson
Willie	Jack Henry
McGregor	Donald Gulland
Hank	Harry Breen
Getup	E. Bowers
Early	F. Walker
Plough	A. Crooker
Gloriana Gray	Maude Raymond
Marion See	Carrie E. Perkins
Bertha Day	Violet MacMillan
Jessie	Julia Mills
Certie Wilson	Pauline Thorne
Susie Smith	Erminie Clark
Nora Gray	Edna Hunter
Bessie	Teddy Hudson
Dorothy	Dorothy Sayre
Maud	Emily Sweeney
Winnie	May Hemessey

Swift and lively are the words that will best describe "Girlies," the new Frederic Thompson show at the New Amsterdam after the usual eliminations which will bring the first act down to a reasonable length. For, as it stands, the plot—such as it is—gets in the way of the specialty artists during the earlier half of the evening, and the chorus men, those insufferable beings who do not seem a necessary evil—get in the way of the girlies. Of these there is such a beautiful assortment of longs and shorts, of all sizes and complexions, if not of ages, that it seems a pity to wait until the second act, to see enough of them. Then, indeed, the whole show takes a big spurt, coming along very rapidly and merrily, and developing into an ideal sort of Summer entertainment, with color, movement, life, go, and celeverness of various kinds to keep you entertained every minute of the time.

To begin with, there is a burlesque of Madame X. very funny in itself, and in which Miss Doris Mitchell gives a remarkably fine imitation of Miss Donnelly, and another of "The Spendthrift," in which both she and Joseph Cawthorne, the latter in a near-serious role, do capital work. But Mr. Cawthorne has had better material to work with at times than in his rôle of a college botanist who, to become a hero, wears a paper suit for forty-eight hours while his dog Blitzen steals togs for him to win a bet. However, with his dialect and his handy little concertina Mr. Cawthorne manages to be both amusing and entertaining a good part of the time. And David Abrahams, as the dog, if not exactly a thing of beauty, is a joy most of the evening. Then, there is Carrie Perkins, who used to be one of the "merry little mountain maids," but who has grown up gracefully, and Maude Raymond, who gives a screamingly funny imitation of Mrs. Fay, and who sings three or four coon songs admirably, as is her habit.

In a sense, however, the winners in this entertainment are people who if not new to the patrons of vaudeville houses, are new to those who go to the regular Broadway type of show. Bowers, Walker and Crooker, for instance, in an acrobatic sketch, in which they do seemingly impossible things, earn their right to the title "the brutal brothers," especially in the trapeze part of their act, during which their feet generally repose in each other's faces, but apparently with no ill effects. New to most of the audience also is Harry Breen, who after appearing as a grocery boy for a minute or two turns out to be a song patterer of a remarkably clever type, with a long-distance record for breath and parodies. Harry S. Fern, with a big-mouthed coon song, fills in one big laughing spell, while Jed Prouty, who doesn't look or act like his name sounds, reveals a pleasing voice in a pretty little Irish song. In the meantime Erminie Clark, with one or two others hitherto held in the non-speaking class, comes forward very neatly with real lines to speak, just to show that because one has started in the chorus it isn't necessary to stay there always.

No medals are going to be awarded to Mr. George V. Hobart for his book, and though the music serves in plain truth it must be said that those very clever song writers, Williams and Van Alstyne, haven't turned out any very fresh tunes. But the show demonstrates the presence in the field of a new producer of dances and ensembles, Mr. Jack Mason—not he of "The Witching Hour" and other dramatic fame—who knows his little dancing book, and knows it mighty well. No prettier combinations and evolutions have been seen in any show produced on Broadway for a long time, and with a host of good material in the way of pretty girls and lovely costumes to work with, he has arranged a number of optical delights that justify every bit of the applause awarded them last night.

So, when all is said and done, "Girlies" may be recommended as good entertainment of the sort that New Yorkers and the city's visitors will like best in the good old Summertime—when it gets here. Then it will be transferred to the Aerial Gardens. At present, however, it did very well in the theatre, where the temperature was entirely comfortable last night.

PASSENGERS FOR EUROPE.

Kaiser Wilhelm der Grosse and the Nieuw Amsterdam Are Well Filled.

The transatlantic steamships sailing today and some of those booked to depart on them are:

KAISER WILHELM DER GROSSE, (Bremen)—Mr. and Mrs. M. F. Albert, Mr. and Mrs. Mervin Avery, Mr. and Mrs. Isaac V. Brokaw, Edwin H. Clark, S. H. Cramer, Mrs. Louis Prevost Evans, Mr. and Mrs. George K. Fraley, Mr. and Mrs. Benjamin Guggenheim, Dr. and Mrs. Frank Hartley, Peter Townsend Horner, Mrs. James H. Kidder, Mr. and Mrs. Max Livingston, Mr. and Mrs. Pliquette Mitchel, Mr. and Mrs. E. W. Moore, Mrs. Gordon Norrie, Mr. and Mrs. Edmund B. Osborne, Mr. and Mrs. Benjamin Pope, the Princess Raja, Mrs. W. E. Ramsey, Mr. and Mrs. Jerome Rice, J. R. Roosevelt, Prof. Schuck, Dr. and Mrs. S. J. Walker, and William H. Young.

NIEUW AMSTERDAM, (Rotterdam)—Mr. and Mrs. E. P. Alexander, Prof. and Mrs. William Bancroft, Mr. and Mrs. W. E. Bell, Mr. and Mrs. Henry T. Boardman, Mr. and Mrs. William Budd, Judge and Mrs. Henry Burnett, Mrs. Hiram Henry Denio, Prof. George M. Forbes, Mr. and Mrs. C. D. Grover, Mr. and Mrs. T. W. von der Hutten, Mr. and Mrs. John Ryland Kendrick, Mr. and Mrs. Gottfried Krueger, Mr. and Mrs. Frank Mathisen, Mr. and Mrs. John A. Orb, Mrs. Fred Plant, Mr. and Mrs. Henry Reemer, John C. Senger, Mr. and Mrs. A. P. Stacy, Dr. H. F. Swift, the Right Rev. C. van de Ven, and Mr. and Mrs. H. B. Woolston.

Miss Walsh to Wed June 25.

The wedding of Miss Margaret Walsh, daughter of Mr. and Mrs. Robert Correa Walsh of Morristown, N. J., and Fielding Simmons will take place on the afternoon of Saturday, June 25, at 4:30 o'clock in St. Peter's Church, Morristown, N. J.

REYNOLDS—BIERCK.

The marriage of Miss Beatrice Hart Bierck, daughter of Mr. and Mrs. Albert Boykin Bierck of Garden City, L. I., and Myron Reynolds of New York will take place on Wednesday, June 22, in St. George's Church, New York.

SOCIAL NOTES.

The wedding of Miss Sybil Muriel Turrell, daughter of Mr. and Mrs. Charles Turrell of London, England, and Edmund Kirby of New York, son of the late Archbishop Kirby, takes place at 4 o'clock this afternoon in the Church of the Transfiguration.

Mrs. Joseph Palmer Knapp, accompanied by her son, Archibald G. McIlwaine, 3d, who is at St. George's Church School, Newport, are to sail on Saturday, June 18, on the Celtic. They will make an extended motor trip through Switzerland, where Mr. Knapp will meet them in August.

Mr. and Mrs. Henry Clews left yesterday for Newport.

Mrs. Albert Gallatin, Miss Gallatin, and A. Eugene Gallatin are leaving for Bar Harbor to-morrow.

Mrs. Frank M. Freeman and Miss Louise Freeman have gone to Seabright, N. J., where they have taken a cottage for the Summer.

Mr. and Mrs. Hilary R. Chambers of 35 West Seventy-first Street will sail on the Celtic June 18 to spend the season abroad.

Mrs. Hamilton McKay Twombly and Miss Twombly have gone to Newport for the season

Mrs. De Witt Talmage and Miss Collier of Washington have been in New York since Saturday. They are to sail on June 18 to spend the Summer abroad.

George Huntington Hull, Jr., and Miss Marguerite Rhodes Pierson, whose marriage takes place to-morrow at the home of Miss Pierson's parents, Gen. and Mrs. J. Fred Pierson, 20 West Fifty-second Street, took out a marriage license yesterday at the City Hall.

FIFTH AVE. CRUSADE HEARING

Mayor to Listen to Plans to End Overcrowding.

Mayor Gaynor will give within the next few days another hearing to representatives of the Fifth Avenue Association, which for some time has been making a fight against the swarms of garment workers who block the Fifth Avenue sidewalks between Twenty-third and Fourteenth Streets in the noon hour.

The association already has appealed to Police Commissioner Baker, and is trying to persuade the employers of the garment workers to establish lunchrooms in their establishments. The Y. M. C. A. and the Y. M. H. A. also have been asked to open rooms to keep the garment workers off the street.

The association has undertaken also a crusade against electric signs, which are beginning to be hung out over the sidewalk. Out of hundreds of Fifth Avenue residents, property owners, and shopkeepers who have been written to, only six have stated outright that they disapproved of doing away with Fifth Avenue electric signs.

The association, which is an organization of the avenue's residents, property owners, and merchants, has obtained many reforms in its two years of existence. Among these are a modification of the Fifth Avenue widening plan, better lighting, artistic show window illumination, more efficient policing, and systematic collection of ashes. Crusades against smoking automobiles and against professional beggars also have been carried on.

It has induced the city to plan two "safety isles," at Thirty-ninth and Forty-sixth Streets. It is trying to suppress the "fake auctions" and to obtain daily flushing of the avenue. Pedestrian subways under the avenue at particularly congested crossings also are being considered.

WANT CITY TO GIVE OPERAS.

Many Speak in Favor of the Suggestion at a Public Hearing.

Controller Prendergast and Park Commissioner Stover held a hearing in the offices of the Department of Finance yesterday on the suggestion that the city conduct a series of operatic concerts. The Controller opened the hearing by announcing that he had received a communication from the People's Symphony Concert Society in which it was estimated that fifty concerts could be held on a large scale at an expense of $42,000, $5,000 to be paid by the city and $7,000 more by the collection of a ten-cent admission fee.

Morris Brown of the Central Federated Union declared that while the first proposal was for the holding of these concerts in the Summer in the parks, he believed they should be continued during the Winter months. He suggested that the large auditoriums of the public schools might be used for the purpose.

Nahan Franko suggested the establishment of a municipal ochestra. He declared that men could be obtained for $5 each.

"You must give the people the kind of music they want," said he. "Give them classical music if you want to, but it must be in small doses. I have tried it in Central Park for four years, and it has cost me some money."

COHALAN WARRANT HEARING.

Effort to Eliminate Gaynor and Hyde in Taxpayer's Suit.

Supreme Court Justice Giegerich heard arguments on a motion yesterday to eliminate Mayor Gaynor and Chamberlain Hyde as defendants in a taxpayer's suit brought against them and Daniel F. Cohalan by Julia Smith, who wants to compel the return to the City Treasury of the $48,000 which Cohalan received for his services in connection with the collection of franchise taxes.

The warrant on which Cohalan was paid the $48,000 was the subject of a controversy between Mr. Gaynor and William R. Hearst. The Mayor's affidavit repeats that the warrant was a legacy of the administration of Mayor McClellan, and denies he had anything to do with the warrant.

Chamberlain Hyde asserts that the passage of the warrant through his office was a matter of routine over which he had no control. Mr. Cohalan asserts that the reasonable value of his services was $53,000, and that he accepted $48,000 as a compromise.

Justice Giegerich reserved decision on the motion to dismiss the complaint against the Mayor and the Chamberlain.

MAYOR VETOES NEW LAWS.

Returns Measures Affecting the City to Albany Unsigned.

Mayor Gaynor practically completed yesterday his consideration of the bills passed by the last Legislature affecting the city. The most important decisions rendered by him on these measures were his vetos of the bill creating a Recreation Commission for the establishment of more small parks and playgrounds; that increasing to half-pay the pensions of school teachers, and the measure adding two municipal courts in the Bronx.

Of the first bill the Mayor declared that he is fully able to take care of this question through his regular departments. The second measure was objected to at the Mayor's hearing. The extra courts, he said, were not needed.

Ministers Want Direct Primaries.

The Presbyterian Ministers' Association and the Baptist Ministers' Conference at their meetings yesterday adopted resolutions calling on the Legislature to pass the Hinman-Green Direct Primary bill. The Presbyterian resolutions declare "Doubt as to the wisdom of direct nominations was eradicated when Barnes, the Republican leader of Albany, conspired with the Democratic leader, Grady, to defeat the reform. When Mr. Murphy and Mr. Woodruff have united to defeat the reform citizens ought to have no doubt as to where the welfare of the people lies."

AMUSEMENT NOTES.

The National Association of Theatrical Producing Managers will hold its annual meeting at the Hotel Astor this afternoon in Assembly Rooms A and B.

On account of extensive improvements to be made in the Garrick Theatre, Henry Miller in "Her Husband's Wife" will move to the Criterion Theatre next Monday night, June 20, to continue his run there.

Marie Dressler was able to return to the cast of "Tillie's Nightmare" at the Herald Square Theatre last night, after an illness that caused the closing of the theatre Saturday afternoon and evening. Miss Dressler was operated on last Saturday afternoon for an abcess in her side, and her appearance last night was against the advice but under the guidance of her physician.

The programme at the benefit for Hamilton L. Marshall, to be given at the Herald Square Theatre next Sunday night, will include Lew Dockstader, the De Forests, Martin Brown, Christine Nielsen, Joseph Santley and Dorothy Webb, Ada Lewis and Alice Dovey, the Clarence Sisters, and others.

CONTRACTORS ACCUSE NEW YORK CENTRAL

Charges in Connection with Canal Deal with State Are to be Investigated.

ALLEGE EXORBITANT PRICES

Complainants Say Railway Had Unnecessary Work Done at Excessive Rates—State Officials' Side.

ALBANY, June 13.—Charges that the State was compelled to make excessive improvements, for which exorbitant prices were paid, for the benefit of the New York Central & Hudson River Railroad Company, in connection with barge canal work at Rome will be investigated by the Canal Advisory Board of Consulting Engineers, State Superintendent of Public Works Stevens, and State Engineer Williams at a public hearing here on Wednesday at 10 A. M.

This decision was taken to-day, following a complaint filed with Gov. Hughes and the State officials in charge of the construction of the new canal.

The complaint was made by D. P. Regan, H. F. McGrath, and O. D. Guilfoil, representing the Regan-McGrath Company of New York, contractors. They appeared before the canal officials and made the formal charges. After hearing the complainants, Supt. Stevens suggested the investigation.

The State and the railroad company entered into an agreement some time ago to change the route of the canal so that it should not cross the railroad company's tracks, taking a part of the company's property. The State agreed to make certain improvements for the company, estimated to cost $800,000. This contract was awarded by the railroad company to the M. A. Talbot Contracting Company of Baltimore, Md.

The complainants allege that the railroad company had excessive and unnecessary work done and permitted the contracting company to charge prices in excess of that paid by the State for similar work. They also contend that the work should have been awarded after competitive bidding.

The State officials assert that the agreement with the railway saved the State $500,000.

The railroad company to-day formally applied to the Public Service Commission for authority to make the improvements at Rome as a result of its agreement with the State. The commission will give a hearing on this application on June 21.

COLUMBIA OPENS FOR SUMMER

Starts with "The College Girls," Which Will Stay There a Month.

The Columbia Theatre's first Summer show started yesterday afternoon with an audience that filled the house to its capacity. The show itself is given by "The College Girls" company, one of the "Eastern Wheel" burlesque organizations, but toned and revamped and furbished up for Broadway purposes. The audiences, both afternoon and evening, gave eery indication of enjoying the fun that is clean, if obvious.

Being a burlesque show there is no plot to speak of, except such as is necessary for introducing specialties, songs, and humorous situations. Two semi-millionaires are in love with a widow who is loved by a college professor whom she eventually accepts. This covers the story. Th esinging and dancing is spirited, and th ecomedians, in this case a German, who looks real, and an Irishman, who is not a caricature, in green whiskers, are clever enough for the most pretentious of Broadway offerings.

The extra features, added for the run at the Columbia, include Frankie Bailey of Weber-Field m emory, who does a posing act; Odiva, a swimmer and diver, who exhibits her skill in a glass-fronted tank; a character singer called Willie Weston, whom the audience found pleasing, and several dancers of varying types. The show will r emain at the Columbia for four weeks, and will then be replaced by another "Eastern Wheel" attraction that will remain until the be ginning of the regular season, patronage permitting.

"Zaza" Given by Payton Stock Co.

"Zaza" is the bill of Corse Payton's stock company at the Academy of Music this week. Minna Phillips appears in the title rôle, and the part of Dufrene is played by Claude Payton. A souvenir matinée will be held to-day, and on next Friday afternoon a reception to the audience will be held on the stage, when tea and punch will be served.

Second Week of "Barnyard Romeo."

"The Barnyard Romeo," at the American Music Hall, began its second week with an augmented cast and many changes in the piece. Adelaide, a dancer, has the rôle of the principal mouse and introduces a toe-dancing number, and J. J. Hughes plays the hare. The Joe Boganny troupe of comedy acrobats, as monkeys, also offer a specialty. Other numbers on the bill that precedes the musical play are Fred Niblo, Maria Lo, Lamberti, a musician, and pictures of James Jeffries at his training camp.

Secretary Meyer Praises Two Sailors.

WASHINGTON, June 13.—Secretary of the Navy Meyer has written letters to Herman Miller, first-class fireman on the receiving ship Franklin, and Otto F. Miller of Kokomo, Ind., ordinary seaman on the Delaware, heartily commending them for gallantry in jumping overboard at Norfolk on the 5th inst. and attempting to rescue Urban J. Bauer, an apprentice seaman who had fallen overboard. The Secretary says the fact that these sailors were unsuccessful does not in any way detract from the heroism of their act in risking their lives to save a shipmate.

WEEK'S BILLS AT THE THEATRES

Polaire began her second week at Hammerstein's yesterday, appearing in the theatre in the afternoon and on the roof at night. Most of the other acts billed last week were continued, including the burlesque on "Madame X."

Paula Edwardes in character songs, including some of the types that she made popular in musical comedy, is the headliner at Keith & Proctor's Fifth Avenue Theatre this week. Melville and Higgins, Tom Waters, "The Tiger's Temple," the eight Geisha Girls, Hayward and Hayward, Hawthorn and Burt, Adonis and his dog, and the brothers Fermane complete the bill.

At the Plaza Music Hall the week's programme includes Frank Sheridan and company in "The Derelict," Ray Crocker, the Rathskeller trio, Gertrude Van Dyck, Harry Thomson, Herman and Rice, Mortimer Green, the Elite Musical Four, and others.

The offerings at the Alhambra Theatre include Nora Bayes and Jack Norworth, "The Little Stranger," Lasky's "The Love Waltz," Bowser, Hinkle and company, the Arlington Four, Cross and Josephine, the Cadets de Gascoyne, and the Pantzer troupe.

The bill at the Bronx Theatre is headed by Julius Steger and company, and the others on the bill are Howard and Howard, the Golden troupe, Gordon, Eldrid, and company, Conlin, Steil, and Carr, the Victoria Four, the Bessie Valdare troupe, and the Vivians.

For the final week of the season at the Orpheum Theatre, Brooklyn, the programme includes Eva Tanguay, Valerie Bergere, Harry Tate's "Motoring," the Willy Pantzer troupe, Kelly and Kent, the Josselins, and others.

J. J. Harrington Buried.

Friends and associates of the late John J. Harrington, Tammany leader of the Sixteenth District, gathered yesterday at St. Vincent Ferrer Church, Sixty-sixth Street and Lexington Avenue, to pay a last tribute to his memory. Mr. Harrington died at the Hotel Belmont on Friday last, and his body was brought here yesterday from his late home in Larchmont. At the church a solemn requiem mass was said. The interment was at Woodlawn.

"Swift & Company's sales of Fresh Beef in New York City for the week ending Saturday, June 11, averaged 10.83 cents per pound."—Adv.

GEORGE M. LEVENTRITT DEAD.

Son of ex-Justice Had Been Ailing, but Death Was Unexpected.

George M. Leventritt, a son of ex-Supreme Court Justive David A. Leventritt, died late last night at his apartments in La Rochelle Apartment House, 57 West Seventy-fifth Street. Mr. Leventritt was 38 years old. He was a lawyer by profession and a member of the firm of Leventritt & Brennan, with offices at 115 Broadway.

Mr. Leventritt had also extensive theatrical interests and a wide acquaintance in dramatic circles. He specialized in the law applying to the theatre and theatrical contracts. He was Vice President and Director of William Morris, Incorporated; Vice President and Director of the Julius Cahn Theatre Realty Company, Director in R. A. Schoenberg & Co., and Director in the Julius Cahn Amusement Company.

Mr. Leventritt suffered from gastritis during the past two years, and for several months was under the constant care of his physicians. Despite the best of medical treatment his physical condition became steadily worse. He maintained his interest in his various enterprises to the last. His death was not expected.

Mr. Leventritt will be buried in the cemetery at Peekskill, N. Y. No date has been set yet for the funeral.

BENJAMIN F. MANIERRE DEAD.

His Office Was Burned In Draft Riots—An Incorporator of the Equitable.

Benjamin Franklin Manierre, who was for many years engaged in the banking business in this city, died on Sunday at his home, 352 West End Avenue, in his eighty-ninth year. He was born in New London, Conn., but was brought to this city at the age of four, and had resided here ever since.

During his long career Mr. Manierre filled many important public offices. He was the first Republican Senator elected from this city in 1859, and was Provost Marshal in charge of the draft during the civil war in his Congressional district. In the riots his office at Twenty-eighth Street and Broadway was burned, and another mob attempted to set fire to his home, which was then at 26 West Twenty-fourth Street.

Mr. Manierre was one of the incorporators and a member of the first Board of Directors of the Equitable Life Assurance Society. In the sixties he was elected by the Legislature as one of the Police Commissioners for the Metropolitan District, which embraced outlying territory as well as the City of New York.

He was identified with the liberal Republican movement, and was a warm friend and supporter of Horace Greeley. He was a member of the Board of Education, and one of the original thirteen who organized the Y. M. C. A. in this city. As Senator in 1860 he introduced a bill granting a charter to the first safe deposit company in New York.

He leaves two sons, Charles E. and Alfred L. Manierre.

WARDEN FLYNN IS DEAD.

Keeper of the Tombs Succumbs to a Long Illness.

After a long illness William Flynn, for nine years Warden of the Tombs, died of heart disease yesterday morning in his little brick home within the walls of the city prison. He will be buried on Thursday from St. Andrew's Church on Duane Street.

His life began sixty-fiye years ago in a house on Cherry Street, which he left to move into his official home. He was a boy in the old Fourth Ward, and grew up a friend of Tom Foley and of John F. Ahearn. Before he became a keeper in 1889 he was a policeman, a baker, and in the civil war a volunteer in the Union Navy.

During the last year Flynn had been losing strength, and a few months ago he sustained a severe shock when he fell into some Subway excavations on Centre Street. Dr. Frank McGuire, the Tombs physician, was with him when he died.

Twenty thousand prisoners pass under the Warden's care each year, and Flynn, in his time, entertained Charles W. Morse, Albert T. Patrick, Nan Patterson, and Harry Thaw.

SENTENCE YOUNG CHAUFFEUR

Lad Who Killed Aged Woman in Brooklyn Goes to Reformatory.

In sentencing yesterday Richard Sage, a young chauffeur, to the Elmira Reformatory for running down and killing a woman County Judge Dike, in Brooklyn, said that the State alike was guilty in permitting one of his age to operate an automobile in the streets. The court said there should be a strict law against the operation of machines by persons of irresponsible age.

Sage, who is only 17 years old, was employed as a chauffeur by a Brooklyn physician. He killed Mrs. Catherine McCoy, 64 years old, and was convicted of manslaughter in the second degree. Two young women were in the car with Sage, and they tried to escape, but a team and truck blocked his way and he was caught.

IRVING'S GRANDNEPHEW DIES.

Alexander Duer Irving Passes Away at Sunnyside in Tarrytown.

Alexander Duer Irving, a grandnephew of Washington Irving, died on Sunday in the family residence, Sunnyside, Tarrytown. He was the son of Pierre Irving, and the grandson of Ebenezer Irving, who was Washington Irving's brother.

Washington and Ebenezer Irving lived together at Sunnyside. At their deaths the residence passed into the hands of Catherine and Sarah Irving, Ebenezer's daughters, who willed it to Alexander, their nephew, who has just died.

Mr. Irving was for many years the New York manager of the Phoenix Assurance Company of London. He was a member of the Union and the Ardsley Clubs, Sons of the Revolution, and of the Loyal Legion. He leaves two daughters and a son.

Rochester Perjury Charge Dismissed.

ROCHESTER, N. Y., June 13.—County Judge Stephens this morning dismissed the charge of perjury against former Assemblyman Henry R. Glynn, who was accused of making false statements in an affidavit concerning the recent charges of fraud at the special Congressional election in which James S. Havens defeated George W. Aldridge.

Burglars Steal $4,000 from Stores.

BINGHAMTON, N. Y., June 13.—Burglars visited Binghamton early this morning and stole nearly $4,000 from the safe of the Hills, McLean & Haskins department store. The men escaped in a carriage they had concealed in a nearby alley.

N. Y. Central Plans Improvements.

ALBANY, June 13.—The New York Central Railroad Company has applied to the Public Service Commission for authority to construct a cut-off, branches, and connections in the City of Rome, at a cost, it is understood, of $2,500,000, of which the State's share is estimated at $85,000. A hearing has been fixed for June 21.

$10,000,000 Company Formed.

ALBANY, June 13.—Jones Brothers Company of New York was incorporated to-day with a capital of $10,000,000 to deal in coffees, teas, and spices. The Directors are William J. Burke of Newark, N. J.; Arthur A. Jones, Harry L. Jones, Clarence F. Westein, and Edward D. Freeman of Brooklyn.

Policeman Hurt by Street Car.

As he stepped out of the way of one car Policeman Edward Schnitzler of the Brooklyn Bridge squad was struck by another at the Manhattan loops yesterday morning. He received internal injuries and a dislocated right shoulder. He was taken to the Hudson Street Hospital in a serious condition.

New Surveyor at His Desk To-day.

WASHINGTON, June 13.—Gen. Nelson Henry, recently appointed Surveyor of the Port of New York, will assume the duties of his office to-morrow morning. He came to-day to Washington and had his bond approved.

CORRUPTION IN LAND SALES.

Congressman Martin Says Transactions Constitute Malfeasance.

Special to The New York Times.

WASHINGTON, June 13.—Declaring that he is willing to resign his seat in Congress if he fails to convince a fair-minded committee that the Administration should be investigated with regard to the sale of sugar lands in the Philippines, Representative Martin of Colorado introduced another resolution in the House to-day upon this subject.

In a speech on the floor Mr. Martin declared that he had now exhausted all the means at his command in an effort to bring about an investigation of the manner in which he says the public lands of the islands are being sold to representatives of the Sugar Trust and others not entitled to purchase them.

The resolution to-day relates to a sale of one of the friar estates to Frank W. Carpenter, Executive Secretary of the Philippine Government, and the lease of 3,000 acres to E. L. Worcester, nephew of the Philippine Secretary of the Interior. These transactions are disclosed, says Mr. Martin, in a report sent to the House by the Attorney General last Saturday. He adds:

RAPPINGS DRIVE TENANTS OUT

No One Able to Explain Noises and Shocks in Apartment House.

A spiritualistic medium cannot furnish more unexplainable rappings than are heard in the five-story apartment house in East 146th Street, according to the stories told yesterday by some of the tenants to the police of the Alexander Avenue Station. They said that since about Decoration Day strange sounds were heard in the walls and sometimes a shake like an earthquake sends pictures to the floor. This noise is loudest on the third and fourth floors. It was John Owpe, whose mother lives on the top floor, who told the police about it.

The Building Department was notified and Inspector Smith examined the house. He found that the building was sound. Later Police Capt. Post visited the house. He could find nothing wrong. He thought that all the noise came from boys playing in a narrow alley at the side of the building and throwing things against the side wall. About 7 o'clock last night it was again reported that the rattling was heard. J. N. Aston, A. R. Johnson and some other tenants got out, not liking the form of entertainment.

DIVIDE SERVICE CORPORATION

First of Three Auxiliaries Incorporated in Jersey with $15,000,000 Capital.

With a capital stock of $15,000,000 and carrying out the idea of having a separate corporation for each of its three departments, the Public Service Corporation of New Jersey, incorporated yesterday in Newark the Public Service Electric Company. The other departments of the corporation are gas and traction.

The incorporators are Thomas N. McCarter, Col. Edwin W. Hine, President and and Secretary, respectively, of the parent corporation, and Dudley Farrand, who is the General Manager of the electrical properties as now constituted. James P. Dusenberry is the registered agent. He is also Treasurer of the Public Service Corporation. The total paid up capital is $10,000.

With the exception of Directors' shares, a necessary provision, all of the stock will be held by the Public Service Corporation.

WORKED TILL 105; DEAD AT 108

Gottlieb Graul Was in Employ of Longworth Family for Nearly 90 Years.

Gottlieb Graul, a former resident of Orange, N. J., is dead in Cincinnati, at the age of 108. He was in the employ of the family of Congressman Nicholas Longworth here up to the age of 105. He was for many years head gardener and laid out the grounds of the Longworth homestead at East Walnut Hills.

Mr. Graul was a native of Nordhausen, Germany, and came to America at the age of 18. His father, a farmer near this city, was a friend of Nicholas Longworth of Newark, the grandfather of the Congressman. In that way Mr. Graul became caretaker of the vineyard of the Longworth family in Orange.

Brother Adrian of Jesus Dead.

The Rev. Brother Adrian of Jesus of the Brothers of the Christian Schools, died yesterday at La Salle Academy, Second Street and Second Avenue. He was born at St. Catherine's, Ont., Canada, on June 11, 1839, and had been fifty-four years a Christian Brother. His first occupation in New York was in the commercial department of Manhattan College in 1865. He was from 1878 to 1881 rector of the New York Catholic Protectory, Westchester, N. Y., and before that had held a similar position at Quito, South America, from 1874 to 1877. He was a friend of President Garcia Morino of Ecuador, and was the first man in that part of the world to build a house with a chimney. From 1887 to 1890 he was employed in important works in the Province of St. Louis, and in his later years was principally employed in the financial administration of the New York Province.

Ex-Woman Missionary Dies Unattended

Miss Sarah Woolston of Ridgeway Street, Mount Holly, N. J., who was found dead alone in her home on Saturday by Mrs. Ella Haines, a neighbor, had refused the services of either a physician or nurse. She declared that it was her wish to live and die alone, though possessed of ample means. Death was due to Bright's disease. Miss Woolston had been for twenty-five years a Methodist missionary to China She was 80 years old.

Obituary Notes.

FRANK DE LUISI, son of Mrs. Louise De Luisi, and for many years connected with the Farmers' Loan and Trust Company, and more recently with the Long Beach Estate Company, died on Saturday at his home, 14 South Elliott Place, East New York. Mr. Luisi was a member of Commonwealth Lodge F. & A. M.; Brooklyn Lodge of Elks No. 22, Orient Chapter R. A. M., Kismet Temple, and other organizations.

The Rev. GEORGE STILLMAN, who was one of the oldest Methodist clergymen in this country, died on Sunday at his home, Rockville Centre, L. I., in his eighty-fifth year. He retired from active pastoral work fifteen years ago, but had preached occasionally at Rockville Centre. He had been in charge of various churches in Long Island and in Connecticut.

CHARLES E. ATKINSON, a well-known engineer, and builder of the Ferris wheel of the World's Fair at Chicago in 1893, died in that city on Sunday. He built the bridge at Thebes across the Mississippi, and the viaduct over Lawlor's canyon at Vollmer, Idaho, said to be the longest of its kind in the world.

JAMES H. LENNOX, a member of the firm of J. W. Mason & Co. of 436 Pearl Street, died yesterday of pneumonia at his home, 568 Jefferson Avenue, Brooklyn, in his forty-seventh year. A widow, one son, and a daughter survive him.

GEORGE W. LOCKHART, who had been an invalid for many years, died on Sunday of paralysis at his home, 2,310 Clarendon Road, Flatbush. He leaves a widow and one son.

ADDISON H. DEANE, while visiting his brother, A. W. Deane of 171 Day Street, Orange, died yesterday. He was 45 years old, and his home was in Dayton, N. J. He was connected with the Haxim Hat Works of New York. He is survived by a widow, three brothers, and one sister.

GEORGE WILBUR CALLENDER, 23 years old, died at 68 Brookfield Road, Montclair, yesterday of scarlet fever. He is survived by his parents, one brother, William N. Callender, Jr., and two sisters, Mrs. Harold W. Cole of Upper Montclair and Mrs. Franklin A. Dorman of New York City.

Capt. JAMES S. THROCKMORTON of East Front Street, Red Bank, N. J., died Sunday night. He was 82 years old and had been a member of the Monmouth County Board of Freeholders and President of the Navesink National Bank. He was the first Mayor of this city after it was incorporated about 43 years ago. Mr. Throckmorton was Captain of sailing vessels carrying produce between New York and Red Bank, and later bought a controlling interest in the Merchants' Steamboat Company. He is survived by a wife, three sons, and a daughter. One of the sons is Capt. Charles E. Throckmorton, Superintendent of the Merchants' Steamboat Company. The funeral will be held to-morrow afternoon at 2 o'clock from his late residence, in charge of the Odd Fellows.

J. C. BANCROFT DAVIS, son of the late John Chandler Bancroft Davis, who was a Judge in the United States Court of Claims, Assistant Secretary of State, and Minister to Germany, died on Saturday of typhoid fever, in his thirty-fourth year. He lived at 319 Fifth Avenue, and was engaged in the banking business.

Miss MARY RUTHERFORD PRIME, daughter of Frederick and Mary Rutherford Jay Prime, died yesterday at her home in this city.

ISIDOR GLUCKSTADT, Director of the Landmands Bank in Copenhagen, died on Sunday in that city. He had been prominent in the banking business in Denmark for forty years.

JAMES G. MURRAY, who was a member of the Irish Papal Brigade which went to the assistance of Pope Pius IX. in 1860, died on Saturday at his home, 149 East 126th Street, in his seventy-first year. The medal given to him by the Pope will be buried with him. He leaves a widow, three sons, and two daughters.

Marriage and death notices intended for insertion in The New York Times may be telephoned Bryant.

Engaged

BELL—BASSETT.—Mr. and Mrs. Edwin Barton Bassett announce the engagement of their daughter, Marie Couwenhoven, to Dr. Leslie Cabell Bell of Waterbury Conn.

Married.

McDERMOTT—MARTIN.—On June 12, 1910, by the Rev. J. Lennon at Sacred Heart Church, Highbridge, New York City, Mary E. Martin to James J. McDermott of Providence, R. I.

Brooklyn.

BRUTMAN—SIMON.—June 12, Carrie Simon to A. Brutman.

COLLINS—KELLY.—June 12, Margaret Kelly to James P. Collins.

DE VINE—BUSCHER.—June 8, Catharine Buscher to John D. De Vine.

FEE—BYRNES.—June 12, Irene G. Byrnes to James J. Fee.

MARR—DECKER.—June 7, Freda Decker to Joseph Marr.

Long Island.

FUNKE—WRIGHT.—June 11, Flushing, Louise A. Wright to Erwin H. Funke.

New Jersey.

COOKE—TROUSDELL.—June 9, Paterson, Frances Trousdell to Charles H. Cooke.

FREDMANN—RAPP.—June 12, Jersey City, Catherine Rapp to Henry Fredmann.

MARSHALL—FERSEH.—June 9, Paterson, Marie Fersch to Robert G. Marshall.

MOORE—STIRK.—June 12, Jersey City, Ada Stirk to Arthur Moore.

Died.

ANSLEY.—At Lakewood, N. J., on June 13, L. E. Ansley, wife of Robert Ansley of Montclair, N. J. Burial at Warren, R. I.

BANGS.—On June 13, 1910, at his residence, 11 Monroe Place, Brooklyn, N. Y., Charles Wesley Bangs. Notice of funeral hereafter.

BROTHER ADRIAN.—On Monday, June 13. Funeral from La Salle Academy, 44 2d St., on Wednesday, June 15, at 9:30 o'clock. Solemn mass of requiem at Nativity Church, 2d Av. and 2d St. Interment Calvary Cemetery.

CHESEBROUGH.—On Saturday, June 4, at London, England, of pneumonia, Robert Maxwell, eldest son of Robert A. Chesebrough, in his 46th year. Funeral services will be held at the Church of St. Paul the Apostle, Columbus Av. and 60th St., on Wednesday, June 15, at 11 o'clock A. M. Interment private.

COCKS.—At his home, Westbury, L. I., on first day morning, Isaac H. Cocks, in his 74th year. Friends are invited to attend his funeral at Friends' Meeting House, Westbury, on Third Day, Sixth month, Fourteenth, at 11 o'clock A. M. Carriages will meet the train leaving East 34th St., New York, at 10:20 A. M. Returning train leaves Westbury at 12:54 P. M. Kindly omit flowers.

HART.—June 13, Clara F. Hart. Services, THE FUNERAL CHURCH, 241 West 23d St., (CAMPBELL BUILDING.)

HAYDOCK.—On June 11, 1910, at her residence, 209 West 97th St., Caroline Delano, widow of the late Charles E.

BALLINGER UNFIT, BRIEFS DECLARE

He Leans to Distribution, Not Conservation, Say Attorneys of Pinchot and Glavis.

SECRETARY'S ANSWER FILED

Charged with Causing Loss to People and Embarrassment to President, He Says Nothing Is Proved.

WASHINGTON, June 13.—Briefs were filed by the attorneys for the "prosecution" and "defense" with the Ballinger-Pinchot investigating committee to-day. The committee did not meet to-day, but will assemble next Saturday to prepare for its deliberations.

Louis D. Brandeis, counsel for Louis R. Glavis, formerly chief of the field division of the land office of the Department of Agriculture, and George W. Pepper, counsel for ex-Forester Gifford Pinchot, contend in their briefs that the evidence adduced during the investigation has shown that Secretary Ballinger is unfit to administer the affairs of the public domain because of an obvious leaning toward a policy of distribution instead of conservation of the people's land. They condemn his attitude toward the champions of conservation, and charge him with causing embarrassment to the President and loss to the people.

Equally insistent that Mr. Ballinger's actions, in and out of the Interior Department, have not been open to criticism, John J. Vertrees, counsel for the Secretary, declares that none of the accusations made against him has been sustained by presentation of fact.

Mr. Vertrees attempts to show by the evidence that there has been a conspiracy afoot to secure Mr. Ballinger's removal from office because he did not approve of the so-called "Garfield policies."

What Glavis's Attorney Says.

The brief in behalf of Glavis, prepared by Louis D. Brandeis, assisted by George Rublee and Joseph P. Cotton, Jr., is a voluminous printed document of between 50,000 and 60,000 words, and is divided into seventeen chapters.

It discusses what the attorneys call "Mr. Ballinger's unfitness as trustee for the people," and after asking whether he is "so zealously devoted to the interests of the common people, so vigilant and resolute in resisting the insidious aggressions of the special interests that to him may be intrusted the carrying forward of the broad policy of conservation of our National resources," declares that it has been conclusively established that Mr. Ballinger does not meet these tests and the Department of the Interior should be under other guidance. "The best defense that Mr. Ballinger has offered," it is said, "is that he was ignorant of the situation in Alaska, and that all of the acts for which he was criticised were performed by subordinates for whom he is not responsible. In our opinion the record amply discloses Mr. Ballinger's knowledge of the situation. The evidence in the record and the conduct of Mr. Ballinger throw a strong light upon his character. No man with such character would be trusted by an individual or private corporation with care of important property interests."

Regarding the investigation of Alaska coal claims by Special Agents H. K. Love and Horace T. Jones, the second chapter of the brief says: "The testimony shows Mr. Ballinger's sympathetic attitude toward the coal claimants. It shows that Mr. Ballinger minutely supervised the investigation, and while it was in progress discussed with Jones and Love the results they were obtaining. This is important in its bearing, first, upon Mr. Ballinger's assertion that when he directed the clear listing of the Cunningham claims he acted without any knowledge except Love's 'favorable' report, and, second, upon the President's finding of fact that as Commissioner Mr. Ballinger 'acquired no knowledge in respect to the claims except that of the most formal character.'

"Whatever his motives were, his act was indefensible. The order clear-listing the Cunningham claims shows that Mr. Ballinger had no proper conception of his duty as a trustee and that he was willing to abet what he would describe as a 'technical' violation of the statute by which the Cunningham coal lands would pass unlawfully into private ownership instead of being kept by the United States for subsequent disposal under laws which should adequately protect the public interest."

Calls Affidavit Perjured.

Charging that after Mr. Ballinger retired from the Land Office and resumed the practice of law he acted as attorney for the Cunningham claimants, the brief continues:

"After having represented the Government against the claimants, he accepted a fee on the other side of the case, placed the knowledge he had acquired in the Government service at their (the claimants') disposal, drew a specious and perjured affidavit for the purpose of overcoming the evidence obtained by the Government, and personally took this affidavit to Secretary Garfield. This is the kind of thing for which attorneys in practice are and always have been disbarred."

Continuing, the brief says: "A deluge of typewritten matter came to the President from the Interior Department in answer to the Glavis report. These answers were supplemented by oral statements and arguments made by Secretary Ballinger and Oscar Lawler, Assistant Attorney General, of the Interior Department, in their interviews with the President on Sept. 6 and 7; and finally by the draft of a letter exonerating Mr. Ballinger, prepared by Lawler, his appointee, and in effect his subordinate, a man who had a special grudge against Glavis, and who in that draft of letter declared Glavis guilty of falsehood, of the suppression of the truth, and of neglect of duty, thus condemning Glavis on evidence which he had never seen, and of course had no opportunity to met, on arguments that he had never heard, and, what is even more, on charges of the preferring of which against him he had no knowledge whatsoever.

"The whole machinery of an important Government bureau was employed for months in an effort to injure and disgrace Glavis in order to execute upon him the revenge of his former superiors without any possibility of advantage resulting to the Government."

Concerning Mr. Ballinger's defense, the brief says that it "consisted chiefly in explaining away the natural meaning of documents, in pleas of ignorance, in placing responsibility upon subordinates. His word alone gives whatever force such testimony possesses."

In conclusion the brief says: "In this proceeding Mr. Wickersham appears no longer as an Assistant Judge filing his concurrence after decision, but as an overzealous advocate. In this proceeding Mr. Lawler is not the Judge, but stands in his true light, a prejudiced witness, bitter and vituperative."

Mr. Pepper says that when Mr. Ballinger became Secretary he "had had a land office training," that being equivalent, as Mr. Pepper views it, to a leaning toward a policy of distribution of the people's land; the Secretary's point of view was distinctly, Mr. Pepper says, that of a "distributionist."

"With respect to the policy of power-site protection, Mr. Ballinger testified that when he became Secretary he knew nothing whatever about it. He was not accurately informed respecting the work of the reclamation service. But it was not merely that he lacked equipment, but that he had a distinct hostility to the men in the Government service who stood for conservation, and a distinct prejudice against their views. His conduct and his testimony make it clear that he regarded reclamation with ridicule and forestry with contempt."

What was impending when Mr. Ballinger became Secretary, says Mr. Pepper, was not a conflict between the forest service and the Interior Department, but a conflict between distribution and conservation wherever and whenever the two conceptions might meet.

"The collision came quickly," he adds, "and this investigation is one of the consequences."

Mr. Pepper says his brief "proceeds upon the assumption that there is a general recognition of the failure of the attempt to make any case against the forest service." He adds that Mr. Pinchot has no complaint to make because he was dismissed by the President, but insists that the ex-forester was not responsible for the published attacks on the department, of which Mr. Ballinger complained.

Denying the existence of any conspiracy organized to secure the official decapitation of Mr. Ballinger, Mr. Pepper declares, however, that:

"No one will have the temerity to contend that it is unlawful to regard Mr. Ballinger as unfit for offfice. Nor is it illegal for a number of people to hold this view. Not only is it permissible to hold the view, but those who honestly entertain it have the right to say so publicly. Mr. Pinchot has long held this opinion respecting Mr. Ballinger, and he finally made up his mind to declare it. Mr. Garfield, from a position of confidence in Mr. Ballinger, came much more slowly to a similar conclusion. A Cabinet officer, who does what Mr. Ballinger has done, must be prepared for vigorous protest and public criticism. Those whose policies he has attacked are inevitably driven together into a defensive alliance. Mr. Ballinger, apparently had no objection to warfare as long as he was the assailant. What aroused his ire was the refusal of Mr. Pinchot and others to act merely on the defensive. When they began to open fire on him he raised the conspiracy cry."

Successfully Deceived the President.

Mr. Pepper says that there has been no administration of the Interior Department worthy of the name since Mr. Ballinger became Secretary—only a series of acts unwise in themselves, referable to no sound theory of principle or action, and that these acts have been directly responsible for embarrassment to the President and loss to the people. He adds that the testimony taken in this investigation establishes that the course pursued by the department has been characterized by a lack of fidelity to the public interest; that Mr. Ballinger is responsible, not merely technically and officially but substantially and actually, for "the entire series of unhappy events," and that the President would never have found himself irrevocably committed to an indorsement of the Secretary had he not at critical points been "successfully deceived" as to the real significance of what was happening in the department.

"Although the administration of which Mr. Ballinger was a part was avowedly committed," the brief declares, "to a continuation of the policy adopted under President Roosevelt of protecting from monopolistic exploitation the water power sites belonging to the people, Mr. Ballinger wilfully struck that policy a staggering blow by hastily restoring to entry power sites withdrawn by Garfield, thus placing them within reach of uncontrolled private acquisition, where they would remain to-day but for the intervention of the President."

Mr. Pepper concluded by saying: "There could be no greater mistake than to say that Mr. Pinchot holds the view regarding the conservation of coal that 'the present generation must shiver in order that posterity might be warm.' Conservation does mean provision for the future, but it means also and first of all the recognition of the right of the present generation to the fullest necessary use of all the resources of the country." He said the first principle of conservation was development, the second the prevention of waste, and the third the development of natural resources for the benefit of the many and not merely for the profit of the few."

Mr. Ballinger's Answer.

"First of all, it is to be borne in mind that Mr. Ballinger neither directly nor indirectly at any time was interested in any coal lands in Alaska," says Mr. Vertrees. "He was not counsel for the Cunningham claimants and others, as Mr. Glavis said. At the time he became Secretary he was counsel for not one of them. The only connection he had ever had with the Cunningham claimants was the preparation of the affidavit in September, 1908. He had not been counsel theretofore; he was not counsel thereafter; he entered the office of Secretary without interests of any kind. Indeed, as expressed by him, he dissolved his firm, disengaged himself and 'burned his bridges' behind him."

Defending Mr. Ballinger's "clearlisting" of the Cunningham claims as Commissioner of the Land Office Mr. Vertrees says the action was upon recommendation of Chief of Field Division Schwartz, the official upon whom he relied to be advised. "If that order was erroneous," continues Mr. Vertrees, "clearly the Secretary would be excused, but it was not erroneous. It was proper and right as the record stood." He says that Mr. Ballinger immediately revoked the order when Glavis suggested that the claims should not have been "clearlisted" and that the claims had remained in "chancery" to this day.

Mr. Vertrees points out that throughout the entire time Glavis had been kept in charge and was the one man relied upon to investigate all Alaskan claims, and says that no question of injury to the Government is involved.

"The patents did not issue," says the witness, "and the question of the legality of the claims is now being tried. Finally, the evidence of Frederick M. Kerby alone is conclusive as to the rectitude of Mr. Ballinger's course. Kerby was his confidential stenographer and clerk, and in charge of the confidential files. If there were anything improper or corrupt to be known it would be known to him. He wished 'with all his soul' to be called before the committee as he was called."

The charge that Mr. Ballinger intended, "with full knowledge of his unfitness," to appoint R. H. Thomson to be Director of the Reclamation Service was the "only sin of Mr. Ballinger which Mr. Kerby could name," says Mr. Vertrees, the reason for Thomson's inaptness being that he was the person Mr. Ballinger thought was the man to go to Alaska to advise J. P. Morgan & Co. when his friend George W. Perkins of that firm asked him to recommend a Western engineer to make an examination with a view to a contemplated railroad enterprise.

Mr. Vertrees adds that rigid scrutiny and examination of the Interior Department has revealed "nothing which reflects upon the loyalty, the integrity, the good faith, the sense of duty of any man therein. The only persons who can be criticised are those who have been discharged and have arrayed themselves against the Secretary and the Department of the Interior."

The Garfield Policies.

Mr. Vertrees contends that ex-Secretary Garfield was wrong in his view that the Secretary of the Interior, in dealing with the public lands, had authority to do that which he might conceive advisable and for the public good, unless it be forbidden by some statute, and this necessarily without regard to the usage of the past. Mr. Ballinger's position, he says, was that when Congress had by law said that the public lands should be open to entry—that is, entry under the homestead, mining, and desert land laws—it was beyond the power of any administrative officer to withdraw by executive order the lands which Congress has thus stated shall be open to entry.

"Thus it appears that these policies were matters about which there was a very earnest and sincere difference of opinion," says Mr. Vertrees. "Mr. Garfield and Mr. Pinchot entertained one view, and that view is described as the Garfield policy. Mr. Ballinger entertained a different view, and the result was, coming in, as he did, as the successor of Mr. Garfield, he and Mr. Pinchot regarded or affected to regard him as an enemy to conservation and to reclamation, and all because he did not concur in the policies which they had pursued. As already shown, on principle, on a fair and proper construction of the acts involved, the decisions of Judges, the departmental decisions, and the opinion of the law advisers of the Secretary, the view which he entertained was correct, and the doubts which he entertained were well founded."

TAFT GETS MONEY FOR TARIFF BOARD

Reynolds to Go to Europe at Once to Investigate Cost of Textiles Abroad.

DOLLIVER CRITICISES TAFT

Says Aldrich Tariff Reduction Ranks with Dr. Cook Polar Hoax—$118,000,000 Civil Sundry Bill Passes.

Special to The New York Times.

WASHINGTON, June 13.—The Senate to-day by a vote lacking one of being strictly partisan adopted the provision in the Sundry Civil Appropriation bill giving the President $250,000 to carry on and extend the work of investigation as planned by him for the Tariff Board. The one Democrat who voted for the provision, which the others maintain is merely a campaign ruse of the Republicans to stave off criticism of the Tariff bill, was Senator Gore of Oklahoma. The final vote was 13 to 44. The Senate then proceeded to pass the Sundry Civil bill already passed by the House and carrying a total of $118,000,000, or $6,000,000 more than the House figures.

No sooner was the Senate action known than it was learned that the President, counting on the adoption of the Tariff Board provision, had already taken steps for putting the new appropriation into use. Mr. Taft has repeatedly said that the textile schedules of the Tariff bill were too high, and it appears that he is contemplating an investigation into the comparative cost at home and abroad of the big staple textiles. James B. Reynolds, formerly Assistant Secretary of the Treasury and now a member of the Tariff Board, will sail from New York on the New Amsterdam at once, and make a special study in England, France, and Germany of the cost of textile manufacture.

Chairman Emery of the Tariff Board is already in Europe on funds remaining available from last year's appropriation, and the sailing orders of Mr. Reynolds have only been held secret until the money was actually subject to the President's order. This means that two-thirds of the entire board will be abroad this Summer and in co-operation in an extensive investigation looking to an ultimate report by the President to Congress on the textile schedules.

The three hours preceding the vote of the Tariff Board item were devoted to a powerful assault on the Tariff bill by Mr. Dolliver—an attack which was at the same time a direct challenge to the regulars who have accused the insurgents of party disloyalty—a declaration of independence within the Republican ranks.

Mr. Dolliver did not hold back from strong criticism of the President, while Mr. Aldrich's tactics in the fight were severely condemned. But throughout it all it was evident that Mr. Dolliver blamed the President more as the innocent tool of the leaders in Congress than as their scheming associate. Instead of referring to what the President thought it well to say in defense of the much-abused Tariff act, Mr. Dolliver announced that the leaders "thought it well to put such words into the President's mouth." When he sat down, contrary to the rules of the Senate there was a burst of applause from the galleries, which the Chair at once quelled.

Discussing the President's course toward the "insurgents," Mr. Dolliver declared that none rejoiced more sincerely than himself when Mr. Taft won the nomination. "I did what I could to promote his candidacy for the Presidency. I supported him from one ocean to the other after he became a candidate. When he took the oath of office I had but one sentiment toward him, and that was the hope that God would give him power to stand against the conspiracy of greed and avarice that would enslave the party.

Cuts Cost of Becoming Bankrupt.

WASHINGTON, June 13.—The bill amending the bankruptcy law so as to render it cheaper of application was passed by the Senate to-day. The measure already had passed the House, but it was materially amended in the Senate. Senator Bacon, who had it in charge, stated that it would have the effect of vastly simplifying and improving the law.

OARSMAN NEAR DEATH.

Mackenzie's Feet Held Fast in Straps, Was Nearly Drowned When Rescued.

Head downward in the water and with his feet held fast by the straps of his racing shell, Robert Mackenzie, Captain of the Bayonne Rowing Association, had a narrow escape from drowning last night. He is a member of the New York Athletic Club and of its junior eight-oared crew. He and Robert L'Estrange, who are to represent the Bayonne Rowing Association at the Rosedale Boat Club's regatta on the Hackensack on the Fourth of July, were racing against each other on New York Bay when the mishap that nearly caused Mackenzie his life occurred.

As they neared the finish, McKenzie, who was leading, struck the motor boat Laurel and his shell was upset. He was unable to free himself from the feet straps despite his desperate efforts. He was rapidly drowning when Alfred Varion and Arthur De Forest, fellow-members of the Bayonne Rowing Association, who were acting as judges of the race, went to his aid in the boat in which they had been waiting at the finish line.

McKenzie had taken in a great quantity of water and he was worked over vigorously before he revived.

ONE ITEM DELAYS RAILWAY BILL NOW

Suggested Compromise on Rate Suspension Period to be Submitted to Taft To-day.

DEMOCRATS ARE CALLED IN

Attended Conferrees Yesterday After Two Visits of Republican Members to the White House.

WASHINGTON, June 13.—With the end in sight, a session of the conferrees on the Administration Railroad bill was held to-night at the home of Senator Elkins. Only one feature of the bill remained as a serious bar to final agreement. That related to the period of suspension of increases in rates pending an investigation by the Inter-State Commerce Commission to determine the reasonableness of the advances. A tentative agreement was reached regarding even this, but the suggestion of compromise must be submitted to President Taft before it is placed in the conference bill. It is understood Senators Elkins and Aldrich and Representative Mann of Illinois will take their tentative draft to the White House to-morrow.

The bill passed by the House would provide for a suspension of an increased rate for a period not to exceed four months. The Senate bill would make the same provision, except that under an amendment by Senator Jones the commission would be empowered to make a further suspension, not to exceed six months, in the event that the original period had been insufficient for the commission to ascertain whether they were reasonable.

Mr. Mann, the House conferree, it is said, favored the retention of the Senate amendment, while, on the other hand, the Senate conferrees, Messrs. Elkins and Aldrich, were willing to accept the provision carried by the House bill. President Taft was reported to favor a compromise which would make the total suspension six months. The Senate conferrees offered to accept the President's proposition, but until to-night, at least, failed to convince Mr. Mann.

Another important feature settled tentatively is the provision to prohibit the railroads from charging a higher rate for a short haul than for a long haul. The Western members of the Senate expressed the fear that if the House provision should be accepted it would be declared unconstitutional, and therefore they have urged the Senate conferrees to insist upon the amendment adopted by the Senate. The difference is that the House provision might be construed as delegating legislative authority to the commission, while the Senate provision prescribed the rule by which the commission might make exceptions to the general rule. Mr. Mann "stakes his reputation" upon the effectiveness of the House provision.

The Senate conferrees are disposed to take the House provision and will do so if the Wesern Senators who have undertaken to look into the legal phase of the situation report to-morrow that they would be satisfied with it.

The stock and bond feature of the House bill is to be eliminated, and there will be substituted a provision for the appointment of a commission to investigate the whole subject of the proposed Federal regulation of the securities of railroads. It is understood that $25,000 will be appropriated to defray the expenses of the commission, but that it will not have the power of subpoena.

As drafted there is no requirement that the commission report to the next session of Congress. This is explained on the ground that no one was willing to estimate how long such an investigation would take. The personnel of the commission is already attracting some interest. While the matter has not yet apparently come to a head, it seems that there will be five members who will be appointed by the President by and with the consent of the Senate. These five members will be selected from private life, as there is no intention of making the commission a body of Congressmen and accordingly open to the charge of too great partisanship.

Senator Newlands and Representative Adamson of Georgia, the Democratic conferrees were called into the conference late to-day by their Republican associates. This fact, and for the further reason that the conferrees twice visited the White House to-day, led to the report that a final agreement had been reached. The minority members expressed general satisfaction with the work of the conferrees, although they gave no assurances that they would support the conference bill. In fact, Mr. Adamson indicated that he would not.

Wickersham to Speak in Chicago.

CHICAGO, June 13.—Attorney General George W. Wickersham will address the Illinois State Bar Association here on June 23. His subject will be "Federal Control of Stock and Bond Issues by Inter-State Carriers."

ONE MAN STAYS ON STRIKE.

Doesn't Like the Terms Accepted by 1,500 Otis Elevator Employes.

With the exception of one man who insisted on remaining on strike the 1,500 men who went out last Monday in the plants of the Otis Elevator Company, in Yonkers and New York, returned to work yesterday. An agreement was signed by which the conditions will be made to conform to those in the Chicago plant of the firm, and the wage system will be readjusted.

The single striker is a machinist, and reported at the headquarters of the Brotherhood of Machinists that he is still on strike. He said he did not go back because he wanted a more definite agreement.

IMPORTS INCREASING.

Manufacturers' Materials Expected to Exceed 1907 on Ten Months' Figures.

WASHINGTON, June 13.—The high record of imports of manufacturers' materials will be reached during the current fiscal year, which will exceed the 1907 figures, in the opinion of the Bureau of Statistics, according to returns for the ten months ended April 30.

All the principal articles imported, with the exception of fibres and cotton, which showed a slight decrease as compared with 1907, materially exceeded those of 1907 in quantity, the increases ranging from 10 to more than 100 per cent.

The figures shew importations for the first ten months of this year valued at $728,000,000 against $629,000,000 in the corresponding period of 1907, or an increase of 16 per cent. The indications are, it is said, that the total importation of these materials for the entire year will aggregate $900,000,000.

POLICE HAD NO EVIDENCE.

Request for a Warrant to Raid a Club Angers Magistrate Breen.

When Detectives O'Brien and Watson admitted to Magistrate Breen in Harlem Court yesterday that they knew their application for a warrant to raid a boxing club would be refused, and they were aware other detectives had met with similar refusals, the court read them a severe lecture and told them he would lay the matter before the Police Commissioner.

O'Brien and Watson wanted to raid the Olympic Club at 125th and Manhattan Streets, and read articles from three newspapers in proof of their assertion that fights were to be held.

"Is this all the evidence you have that the law is violated?"

"Yes," answered Watson.

"But you knew that on such statements you would not be granted a warrant?"

"Yes, Sir."

"And that every Monday afternoon detectives come here and ask for warrants on such testimony and that they are invariably refused?"

"Yes, Sir."

"What do you do when you get back to the station?"

"Report we had no success."

"Well, that is an insult to the court. I am going to forward the minutes in this case to the Police Commissioner to see if he permits precinct commanders to allow this to continue."

TESTIFY AGAINST EVANS.

Policeman Charged with Burglary Held Under $5,000 Bail.

Wearing the uniform of a policeman, Wallace W. Evans, attached to the Kingsbridge Station, who was arrested charged with having robbed the Marble Hill Hotel, 225th Street and Broadway, on Sunday morning, was brought before Magistrate O'Connor in the Morrisania Court yesterday morning. He was held in $5,000 bail for further examination.

Ernest Weisswanger, the proprietor of the hotel, testified that his place was robbed three weeks ago, and cigars, liquors, and a sum of money taken. He said that he had not reported this theft to the police, but had determined to watch himself. He brought his bed downstairs and slept there. He went to bed about 1 A. M. Sunday, and at 2:45 o'clock he was awakened. Under an electric light he saw a policeman near the refrigerator, and he fired one shot at him. The intruder turned and the proprietor leveled his revolver at him.

"Put your shield on the counter," he said.

"I will do anything you want me to," came the reply.

The policeman made a movement as though to touch his shield, and darted through a low open window. Weisswanger ran to the window and fired two more shots.

Inspector Flood testified that Evans, upon his arrival at the station, reported that he had found a window open in the Marble Hill Hotel when he made his round at 2:45. When questioned by the Inspector he said that he had heard, he thought, three shots. He was asked whether they appeared to be coming in his direction, and he said that he thought they were.

After questioning him, Inspector Flood told him to turn his shield in at the desk and he was locked up in a cell in his own station house.

Magistrate O'Connor fixed the hearing for 3 o'clock this afternoon. Evans was taken to the Harlem Prison and locked up.

TWO POLICEMEN DISMISSED.

Lieut. Hanna on the Charge of Graft and Little of Assaulting His Wife.

Police Commissioner Baker dismissed yesterday from the department Lieut. Stephen Hanna of the West Brighton Station, Staten Island, and Patrolman George R. Little of the Eldridge Street Station.

Lieut. Hanna was dismissed on the complaint of Joseph Betterli, a West Brighton saloonkeeper, who testified that he had been paying Hanna money from Jan. 1 to May 1 to allow him to violate the excise law. Betterli made a complaint in the Magistrate's Court against the Lieutenant, and the latter was held by Magistrate Joseph B. Handy of Staten Island in $5,000 bail for trial. Charges were also preferred in the Police Department.

Policeman Little's dismissal was due to his arrest for assault on the complaint of his wife, from whom he is separated. The case is still pending in the Brooklyn Magistrate's Court.

SUFFRAGETTE ROW IN COURT.

Mrs. Murtaugh Arraigned on Charges of Assaulting Mrs. Keene.

What happened at the annual meeting of the National Progressive Women Suffrage Union at 122 East Twenty-third Street when it was suddenly adjourned a few nights ago came out this afternoon in the Yorkville Court before Magistrate Moss when Mrs. Sarah Murtaugh was arraigned to answer a charge of assault by Mrs. Sadie Keene of 10 West 107th Street.

The testimony showed that Mrs. Sofia Loebinger was in the chair when Mrs. Murtaugh appeared. Mrs. Loebingar asked what she wanted, and as her answers were not satisfactory the meeting adjourned. Mrs. Murtaugh ran to a window and opened it.

Mrs. Keene closed the window and, she alleges, Mrs. Murtaugh grabbed her. Confusion reigned until a policeman appeared and Mrs. Keene was taken to the new West Twentieth Street Station, where the Lieutenant refused to hold her.

The next day Mrs. Keene obtained a summons for Mrs. Murtagh, who lives at the Hoffman House.

Mrs. Murtaugh denied the charge and said Mrs. Keene shook her. Mrs. Beatrice Lloyd of 618 West 144th Street, and Mary Tompkins of 618 West 114th Street testified for Mrs. Keene. Then Mrs. Murtaugh asked for an adjournment to get witnesses and Magistrate Moss set the case down for next Friday.

DANCING MASTERS FIX WALTZ TIME

Nothing More Nor Less Than 55 Measures to the Minute Will Be Allowed.

THIS IS AN IRON RULE

Official Stamp of the National Association Is Placed Upon It and That's the Law.

Beginning to-day, waltzing is to be indulged only as fast or as slow as fifty-five measures to the minute. There are to be no more fast German waltzes nor slow, dreamy French ones. A happy mean is to be struck between the two. The National Association of Masters of Dancing, which is meeting this week in the Duryea Dancing School, 200 West Seventy-second Street, has so ordered. That settles it.

The convention opened yesterday, with nearly seventy members, from all over the United States, present. Several new members were added to the lists, among them two brothers, Mose and Frederic Christensen, one of Portland, Ore., the other of Seattle, Wash. They were no sooner elected than they began to make things lively. In fact, President Prinz, who hails from St. Joseph, Mo., had just risen to announce that new business was in order when Mose Christensen was on his feet with the declaration that too great laxity has been allowed in the waltz. It would have to be governed by an iron rule. A dancing master named Dodworth, who lived some years ago, he said, had decided that seventy-two measures to the minute was the correct speed. Now, seventy-two measures to the minute was considerably faster than even Americans were inclined to go. Then, again, said Mr. Christensen, there was the slow waltz, as low as forty measures to the minute. This obliterated the poetry of motion, and it wouldn't do. Only a trained dancer could get results with a waltz which resolved itself into a series of poses.

Now Mr. Christensen wished that the association would make a ruling that the association should approve only the waltz at from fifty to fifty-five measures to the minute. He wanted a standard established which should do for all future time. He had gone over the thing very carefully with his classes, and he had played over waltzes on the piano with a stop watch at his side until his fingers ached. And he was certain of his results. From fifty to fifty-five measures gave the correct swing.

Mr. Christensen then made a motion that the association adopt his proposition, and sat down under an awed hush until his brother, Frederic, from Seattle, arose.

This Mr. Christensen startled the professors by saying Richard Strauss had expressed himself at one time or another in favor of the seventy-eight waltz.

"Now," said Mr. Christensen, "we must take into account that people who have been dancing so fast as seventy-eight or so slow as forty would have difficulty in changing so suddenly. We must give them time. Let us have latitude. Let us prescribe from fifty to sixty as the proper time in which the waltz is to be danced."

At this point in the proceedings "a lady dancing master" rose in the back of the room to suggest that it might be just as well to have a waltz played to the different tempos.

So Mr. Christensen stood by the piano, watch in hand, while a young woman played a waltz in the correct dancing school style, two measures very loud and then two very soft, by way of expression. She first played a waltz from "The Dollar Princess" at a rate of forty measures to the minute. Next she tried it at seventy-two, which was better, and finally she struck on fifty-five.

Here some dancing teacher who so far had not been heard from got up to suggest that the medium fifty-five be adopted, and it was. This gave him courage to talk about the two step.

The two-step, according to him, could only be properly danced to six-eight time, whereas as a matter of fact it is now more frequently danced to four-four or two-four time. This, said the teacher, was all wrong. It made a polka out of the two-step.

However, the discussion on the waltz seemed to have exhausted the dancing masters, many of whom were removing their coats and collars, and it was decided to put off the two-step until another day and let Oscar Duryea give a lesson in aesthetics. Mr. Duryea said that hereafter this system of his would be taught from coast to coast.

The dancing masters lined up in the blue ballroom of the Duryea Dancing Academy, and with Mr. Duryea himself at the head of the hall commenced to go through the exercises.

It soon became evident that to teach dancing one doesn't have to be slender and graceful. The ensuing events would have made a vaudeville audience very wild with joy. Mr. Duryea's course in aesthetics—not calisthenics, he carefully explained—consisted in arm and leg wavings. The fingers at most time were poised in imitation of the fingers of Pavlowa during her most inspired aerial leaps. The feet lifted, with the toe pointed upward, they were asked by Mr. Duryea to describe half circles such as Genee has spent a great many months in perfecting herself in. The dancing masters watched Mr. Duryea and followed him as best they could.

Some of the more careful gentlemen had donned ballet slippers, which helped them through the gyrations. All the women teachers wore them.

The course in aesthetics being over, Mme. Menzell did some steps in the classic ballet style. Fancy dancing, it seems, is now at a premium. In the morning W. F. Conway of Hartford, Conn., had favored the association with a recipe for an Irish jig, and Thomas McDougall had done a tambourine dance.

Mme. Menzell, who came to this country Centennial year with an "Ali Baba" company, retired from the stage some twenty-five years ago.

She has trained a "Chanteclair" ballet, which she will show to the association next Thursday evening. She also explained to the association that she was the inventor of the "Aviator Dance," the "Suffragette Caprice," and the "North Pole Twist."

The meetings of the American convention will continue during this week.

LASSOED LIONESS ARRIVES.

Buffalo Jones and His Aids Tied Her Up for a Moving-Picture Show.

The lioness roped by Buffalo Jones and his two assistants in the wilds of an East African jungle arrived yesterday in the hold of the Atlantic transport steamship Minneapolis. She occupied a spacious cage between decks, and frequently voiced her discontent on the voyage.

The animal fell a victim to the hunters near her rocky retreat. Two of her cubs were chased away and her husband fled. Buffalo Jones was lassooing wild beasts for the benefit of a moving picture concern. The picture-taking machine was set up, and then the hunters scared the lioness into the open by tossing giant fire-crackers at her.

When she came out the men had a four hours' tussle before they roped her. They lassoed many animals, only to let them go. The lioness was the only one they kept and brought back.

POSTAL BARS BUCKET SHOPS.

Manager Says Telegraph Company Does Not Want Their Business.

Edward J. Nally, General Manager of the Postal Telegraph Cable Company, upon being shown yesterday a statement than an inquiry might be made to discover whether the Postal was leasing wires to bucket shops, said:

"That is a class of business out of which the Postal Company has always kept. It is a very lucrative branch of the telegraph business, the profits running into the hundreds of thousands of dollars annually, but it is not our kind of business.

"A short time ago we again went over all of our wire leases to ascertain whether any of them might possibly be for bucket shop purposes. We found one which was doubtful and we thereupon gave the usual thirty days' notice of cancellation.

"I am confident that none of the wires of the Postal Telegraph Cable Company are used for bucket shop purposes."

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BOWERY BAY GANGS MOB TWO POLICEMEN

One Stabbed Repeatedly by a Girl with a Hatpin—Twenty Persons Hurt.

FIGHTING AFTER A BALL

Two Policemen Have a Fierce Encounter Until Aid Arrives—One in Hospital—A Rioter Shot.

Two fights, one of them led by a young woman in a ball dress, occurred at Bowery Bay, North Beach, early yesterday morning, resulting in the injury of twenty persons, including a policeman, who is in a hospital. Eight persons were arrested, six of whom are charged with felonies.

Women who had been to a ball were the chief offenders at the second fight, at which Policeman Michael O'Dea, 35 years old, of 343 East Thirtieth Street, Manhattan, was stabbed with hatpins and beaten almost insensible, as well as stripped of his shield and stick, and Philip Campbell, 542 Jamaica Avenue, Long Island City, had his shoulder shattered by bullets. Both he and Policeman O'Dea are in St. Mary's Hospital, Long Island City, in a dangerous condition.

According to the police the fighting was started about midnight by John McCarthy, 728 Manhattan Avenue, Greenpoint; Charles Murphy, 177 Eagle Street, Brooklyn; Philip Coyle, 1,103 Manhattan Avenue, Greenpoint; Otto Doerning, 131 Greenpoint Avenue, Brooklyn, and Thomas Welsh, 1,130 Manhattan Avenue, Greenpoint. The police say that while things were warming up at the resort these men "started a rough house" in front of the frankfurter and popcorn stand of a Greek, who gave his name as Lyseus Ellopulos, 126 West End Avenue, Manhattan. They overturned his counter, holding a large glass show case, and made a wreck of everything the Greek owned. When he protested wildly and imploringly they laughed at him, telling him they would drop a bomb and blow him into the bay.

Hurriedly calling the reserves from the Astoria Police Station, Policemen O'Dea and Hennessy attacked the rowdies. By freely using their nightsticks and flourishing their revolvers they succeded in getting the gang backed up against a building, where they held them until the reserves came in a patrol wagon with the horse on a run.

Both O'Dea and Hennessy were considerably battered by this time, but still facing the crowd, which glared red-eyed at them.

All these men had been to the dance at some time in the evening, and a later crowd passing from the dance hall growled as it saw them captives. O'Dea and Hennessy were expecting an attack from the rear when the reserves arrived.

When all the men arrested were bundled off to the station house none too gently the crowd glowered at the two lone policemen remaining. Nothing but an excuse was needed to pounce on them.

A little dog came running out of a restaurant with a big lobster clinging to his tail. Behind the dog came a shouting gang immensely entertained by the frightened yelps of the canine. O'Dea ran after the dog and was jeered by the crowd. He says Miss Catherine Kelly, 135 West Ninth Street, Manhattan, got in his way purposely and tried to stop him. He forgot all about the dog and the lobster for the moment, and, catching the girl, dressed in a low cut ball dress of white, told her she was under arrest. William O'Connell, 504 Smith Street, Brooklyn, who was with her, protested and began to rain blows on the policeman's face and chest. The girl at the same time pulled the policeman's helmet over his eyes, giving her companion an immense advantage over him. Then, the policeman says, she stuck her hatpin into him, giving him quick jab after jab, that nearly set him wild.

Other men and women ran up to aid the girl and O'Connell in the onslaught.

O'Dea was on his knees part of the time, so heavily did they rain blows on him, while at every opening a slender arm would run through the circle of men about him and drive a hatpin two or three inches into his flesh.

First O'Dea's nightstick was taken from him, then his shield, leaving him nothing to defend himself with but his pistol. He fired all five chambers, some into the air, when the crowd first bore down on him, and later when the men crowded about him so thickly that he thought he was going to be murdered on the spot, others directly at the men nearest him. He would perhaps have shot more at the rioters but for the presence of so many women among them. O'Connell also did some shooting, as the police say, as did others in the crowd, and Campbell went to the ground with two bullets in his shoulder. Whether O'Dea shot him or some one else no one knows.

Hearing the shots and the shouts of the rioters, Hennessy, who had gone to another part of the resort, came up on the run, turning in a second call for the reserves as he came. Hennessy had a narrow escape from being shot. As soon as he reached O'Dea some one levelled a pistol at his heart and fired, but the assailant's arm was knocked up and the bullet went wild. The police are looking now for the man who aimed this shot.

Capt. Darcy and the reserves found Hennessy and O'Dea fighting like mad when they arrived, but in the excitement and the first effort to protect the two policemen in the thick of the fray, all the rioters save Miss Kelly and Campbell, who was stretched on the street, and O'Connell got away. The police know the others, however, and are looking for them. Those arrested and as many others as can be taken in the meantime will be in court for trial on next Friday morning. None had obtained bail up to last night.

BLACKJACKED BY ROWDIES.

Passenger on Street Car Beaten and Others Terrorized.

Rowdies had possession of a Myrtle Avenue car approaching Williamsburg from the Glendale section of the Borough of Queens early yesterday morning, and after terrorizing the passengers they made a murderous attack on Frederick Knote, a confectioner, 41 years old, who lives at 766 Park Avenue. He had gone to the rear platform to get away from them. One of them followed him and struck Knote on the head with what is believed to have been a blackjack.

As the confectioner keeled over, stunned from the blow, two more rowdies appeared, and the three seized Knote and threw him from the car. He struck the roadway on his head and his skull was fractured. The motorman stopped the car, and while the assailants were making their escape across the fields the conductors and several passengers went back to where the injured man lay insensible and put him on board the car. Then the car was rushed with all speed to the Williamsburg terminal, from where Knote was taken in an ambulance to the German Hospital by Surgeon Spears. His condition is pronounced critical.

Police Capt. Becker of the Hamburg Avenue Station turned out the reserves, but the rowdies could not be found.

METROPOLITAN TO PAY TAX.

Receivers Will Issue $3,000,000 Certificates for Franchise Arrears.

Judge Lacombe in the United States Circuit Court issued yesterday an order permitting the receivers of the Metropolitan Street Railway to sell $3,000,000 receivers' certificates. The proceeds and $1,000,000 cash on hand will be used to pay the special franchise taxes on the Metropolitan system from 1901 to 1907.

The franchise tax dispute has been compromised at $3,750,000 on the basis of about 70 per cent., but it carries with it a concession by the city of $800,000 of claims against the New York City Railway involved in paving suits and car license cases.

These claims were dubious assets of the city. Most of them would have had to go into the hopper with the claims of the general creditors, who probably will not have much equity left in the final liquidation, even if the New York City Road recovers from the Metropolitan Street Railway several million dollars for which it is suing.

Yesterday's development of the traction situation showed that the Central Crosstown Line, the Christopher & Tenth Street Crosstown Line, and the Fort George & Eleventh Avenue Crosstown Line are to be kept in the Metropolitan system when reorganized. The settlement of the special franchise taxes included about $117,600 paid on account of these lines.

PEDDLER NOT A NEW YORKER.

Surrogate Amends the Will of Benjamin Hart, Who Died in Paris.

Surrogate Thomas amended yesterday his decree admitting to probate the will of Benjamin Hart, the old clothes peddler, who died last fall in Paris leaving an estate valued at $2,000,000. He struck from the decree a finding that Hart was a resident of New York.

The question of domicile is one of the issues of the contest of Hart's will now on trial before Supreme Court Justice Greenbaum. The finding in the Surrogate's decree, it was argued, was purely formal, and in the interests of justice it was deemed necessary to litigate the question, instead of allowing it to remain an adjudicated question.

Maitre Clunet, a French advocate, who has been retained as an expert witness to testify as to French law, was introduced to Surrogate Thomas. The suit will proceed before Justice Greenbaum to-day.

FOR INSURANCE REFORMS.

State Commissioners Begin a Three-Day Session at the Hotel Manhattan.

Insurance Commissioners from various States began yesterday a three days' executive session in the Hotel Manhattan to consider reforms and uniformity in State insurance laws, expenses of fire insurance management, fraternal insurance, and matters affecting the business of fire and life insurance.

The chief feature of the session will be the testimony relating to expenses of fire insurance business and the means of reducing it. Insurance underwriters and managers have been invited to give their views.

Commissioners present yesterday were William H. Hotchkiss, New York; T. H. Macdonald, Connecticut; Frank N. Julian, Alabama; Joseph Button, Virginia; Frank H. Hardison, Massachusetts; James V. Barry, Michigan; F. H. McMasters, South Carolina; John A. Hartigan, Minnesota; Eugene V. McGivney, Louisiana; C. C. Lemert, Ohio, and Thomas E. Drake, Washington, D. C. Most of the other Commissioners are expected to arrive to-day.

FUNDS NEEDED FOR FOURTH.

Committee in Charge of Parades and Exercises Makes Urgent Appeal.

The committee which is arranging for the Fourth of July celebration has sent out an urgent appeal for funds. The contributions are coming in very slowly, and if the affair is to be at all successful a large amount of money must be raised in the next few days.

A request has been presented to the Board of Estimate for $15,000 to pay for the fireworks, but the rest of the expenses, for the parades, decorations, games, and exercises must be paid for by private subscription.

Donations should be mailed to Herman A. Metz, Treasurer, 122 Hudson Street.

Body of 19-Year-Old Youth Found.

The body of a young man about 19 years old was found floating in the North River off the foot of West Fifty-fourth Street early yesterday afternoon by Capt. James King of the barge Edith Schlud. The young man was about 5 feet 4 inches in height and weighed about 110 pounds. He had dark hair and hazel eyes, and wore a dark suit and white Winter underwear.

Fifty-Mile Handicap Road Race.

On June 19 the New York State Division of the Century Road Club of America will conduct their annual fifty-mile handicap road race over the level Valley Stream-Massapequa course, starting at 9:30 A. M. from Valley Stream, in order to avoid the automobiles that fill the highways later in the day. There will be twenty-five place prizes, headed by an all-nickeled Pierce racer, and five time prizes, with a Queen City racer as the first award. More than 100 entries are expected from local and visiting cracks. Entries are being received by Henry Kest, 41 Union Square, New York City.

SON LOST OVERBOARD, FATHER TRIES TO DIE

Lehman and His Boys Were on a Trial Trip with Boat They Built in Their Back Yard.

FATHER CRAZED WITH GRIEF

Freed from Restraint for a Moment, He Attempted to Cut His Throat—The News Kept from Mother.

Henry Lehman, a wholesale steamfitter and contractor and his 19-year-old son, William, were very proud of the ten horse power motor boat they had built in the back yard of their home, 118 West Ninety-eighth Street, and which the youngest daughter, Eva, 14 years old, named after herself at the launching on May 31. To get the 27-foot boat to the street they had to cut out one of the window frames of the house, but the whole family felt so much joy over the boat that they didn't mind that.

The father and the son, with two of the boy's friends, Abraham Michaelson of 1,604 First Avenue and Thomas McLane of 64 West Ninety-eighth Street, took the boat from the Battery yesterday for the first regular outing, to see Hamilton make his aeroplane flight from Governors Island, and later to see him again if he flew up the Hudson. They witnessed the ascent at the island, and were so charmed with the way the Eva behaved that they decided to have a day's outing and spin to Spuyten Duyvil and back.

Returning from Spuyten Duyvil at 5 o'clock yesterday afternoon, just opposite 137th Street, Mr. Lehman was at the engine, looking forward; the two friends were in the prow, and in the stern, out of sight of the rest, William leaned back upon a slender flagpole over the water.

The father, whose eyes had been fixed in the distance ahead, and whose ears were filled by the violent chugging of the little engine, noticed that crowds of persons on the piers of the Colonial Boat Club and Jack's Boat Club, on the New York shore, only 500 feet away, were gesticulating wildly to him. He glanced hurriedly around. The flagpole at the back of the boat had snapped off short near its fastenings and his boy was gone. Quickly putting the boat's head around and shouting in terror to his two companions, the father sent the boat speeding upstream again to where he could see a buffeting and splashing in the swift current nearly two blocks away. Presently he could see his son there, and noticed that he seemed to be swimming well toward the boat. Half a dozen rowboats were already putting out toward him from the shore. But faster than all of them sped the Eva, with the boy's father at the wheel.

The boat was now only 200 yards away, and near at hand were three of the rowboats, manned by Charles Hilliker, Rear Admiral of the Colonial Yacht Club; George A. Vestner, its ex-Commodore, and E. E. Ashley, another member.

They saw the boy's hands go wildly up, and in another moment he sank and did not rise. When the motor boat reached the spot there was only a straw hat floating on top of the water. So frantic was the father that he rushed to the gunwale of the boat and tried to throw himself overboard. The two boys clung to him, however, and struggled to keep him in the boat until the rowboats came alongside and stronger men restrained him.

The cluster of boats cruised around there for a while in hopes that the boy's body might come to the surface. But the father's anguish was so wild and so furious his efforts to jump from the boat that the men decided to take him in the motor boat to shore. There Policemen Seigers and Schuber of the West 125th Street Station, not knowing what to do with the grief-stricken man, took him to the station.

All the way there he struggled piteously to break away and return to the place where his son had gone down. In the station he snatched from his pocket a sharp leather-cased hunting knife and had almost pressed it to his throat when the policemen intercepted and overpowered him. Finally he was calmed a bit and taken in a taxicab to the home of a relative, one of the policemen accompanying him.

Last night, while rivermen were dragging for the body, Mrs. Lehman and her three other children had not yet learned of the boy's death. A reporter called at the house and asked for the young man's picture.

"Why do you want his picture?" asked the mother, smiling.

She thought the reporter wanted to tell again about the boat's construction.

NEARLY MILLION FOR CLAIMS.

House Committee Reports Unfavorably 200 Bills Carrying $2,000,000 More.

WASHINGTON, June 13.—With a record of 150 bills, carrying $800,000 altogether, favorably reported, and 200, carrying $2,000,00, adversely reported, the House Committee on Claims to-day closed its work for the session.

The Democratic members by resolution thanked the Chairman, Mr. Prince, of Illinois, for his "courtesy, fairness, diligence and ability at all times displayed in committee and in the House." Mr. Prince is a possible successor of Chairman Hull, of the Military Affairs Committee, in the next Congress.

The committee has passed over until the next session the "Salton Sea claim" of $1,600,000 to reimburse the Southern Pacific Railroad for building the big dam that stopped the Colorado River floods. The committee, through two claims just passed by the House, has committed Congress for the first time to the recognition of injuries received in line of duty by the employes of the civil branch of the Government.

SEVENTY-ONE IN OPEN GOLF.

Famous Professionals Will Have Only Six Amateurs as Rivals.

All excepting six of the seventy-one entries for the National open golf championship tournament to be held at the Philadelphia Cricket Club on Friday and Saturday are professionals. George Sargent of Chevy Chase, the title holder, will be on hand, while among the early starters will be Willie Anderson of the home club and George Low of Baltusrol. They will be the second pair away, at 9:04. Sargent, with Joe Mitchell of the Upper Montclair Country Club, will tee up at 10:08.

A little later Alec Smith of Wykagyl, the Eastern professional and metropolitan open champion, will drive off, accompanied by Jack Campbell of the Forest Hill Field Club. Karl Kepper of Albany and Johnny Roach of the Elkridge Fox Hunting Club will be the first pair to start. After they get under way at 9 o'clock the other couples will follow at four-minute intervals.

Most prominent of the amateur division is Fred Herreshoff, the metropolitan champion. He will get a late start, and will have Isaac Mackie of Fox Hills as a partner. Robert Watson will play with Fred McLeod of St. Louis.

According to the conditions the competition will consist of seventy-two holes of medal play, thirty-six holes on Friday, and a like number on Saturday, but contestants whose scores at the finish of Friday's play exceed by fifteen strokes the tenth place will not be allowed to continue in Saturday's rounds.

The entries and pairings follow:

Karl Kepper, Albany Country Club, and Johnny Roach, Elkridge Fox Hunting Club; George Low, Baltusrol, and Willie Anderson, Philadelphia C. C.; William B. Robinson, C. C. of Atlantic City, and James C. Green, Cherokee C. C.; Orin A. Terry, Canoe Brook C. C., and George Smith, Claremont C. C.; Tom Anderson, Jr., Inwood C. C., and J. J. Bradyhyannisport C. C.; Willie Maguire, Wollaston C. C., and Jack Croker, Kent C. C.; Macdonald Smith, Claremont C. C., and Tom MacNamara, Boston; M. L. Munger, Dallas Golf Club, and J. J. McDermott, Merchantville, F. C.; James Dougherty, unattached, and William Byrne, Overbrook C. C.; Martin O'Loughlin, Plainfield C. C., and A. W. Tillinghast, Philadelphia C. C.; W. F. Hackney, unattached, and Jack Jolly, Chicago; Frank Adams, Wheaton G. C., and Adam C. Green, Hot Springs, Va.; Bob Peebles, Dallas G. and C. C., and Dow L. George, Hot Springs, Va.; Alec Campbell, the Country Club, and Walter Fovargue, Skokie C. C.; Jack Hutchinson, Pittsburg G. C., and William Thompson, Riverton C. C.; Gilbert Nichols, Wilmington C. C., and J. Burke, Aronimink G. C.; James R. Thomson, Philadelphia C. C., and David Hunter, Essex County C. C.; Joe Mitchell, Upper Montclair C. C., and George Sargent, Chevy Chase Club.

Fred McLeod, St. Louis C. C., and R. C. Watson, Westbrook G. C.; Alex Smith, Wykagyl C. C., and Jack Campbell, Forest Hills F. C.; H. W. Sherwood, Claremont C. C., and John Hobens, Englewood C. C.; E. S. Armstrong, Salt Lake Country Club, and Sam White, Philmont C. C.; Herbert Strong, Apawamis C. C., and Irving Stringer, Andrew's G. C.; G. M. Gordon, Garden City G. C., and Alex Ross, Brae Burn C. C.; H. H. Barker, Garden City G. C., and Alfred Campbell, Oak Hill C. C.; J. A. Donaldson, Glen View C., and Charles Burgess, Woodland G. C.; Charles D. Thom, Shinnecock G. C., and Ernest Killick, Wee Burn C. C.; Tom Peebles, Yale G. C., and Robert McWatt, Columbia C. C.; R. M. Thomson, Knollwood C. C., and Peter Robertson, Oakmont C. C.; Otto G. Hackbarth, Westward C. C., and W. C. S. Kelly, North Jersey C. C.; George Griffin, Bellfield G. C., and David Honeyman, Sound Beach G. and C. C.; H. Rowe, Beaver Valley C. C., and Thomas Edwards, Hollywood G. C.; Tom Fonnar, Merion C. C., and James Campbell, Whitemarsh Valley C. C.; Isaac Mackie, Fox Hills G. C., and Fred Herreshoff, Westbrook G. C.; Thomas Mulgrove, Charleston C. C., and Elijah Horton, Manhattan G. C.; George Fernie, Richmond County C. C.

Mahoney Signs with Boston.

BOSTON, Mass., June 13.—C. J. Mahoney, pitcher of the Fordham University baseball team, to-night signed a contract with the Boston Americans, and will join the team at once. Mahoney won his game against Harvard to-day under the eye of President Taylor of the Boston team, allowing but three hits.

Public School Games on Two Days.

It is announced that the games of the Public Schools Athletic League, novice and championship, postponed last Saturday because of the rain, will be held as follows: Novice events on Thursday, championships on Monday, the place being the Cretona Park athletic field. It was decided not to hold them next Saturday because of the return of Col. Roosevelt.

Terry Young and Sailor Stevens.

Terry Young will meet Sailor Stevens for ten rounds in the main event at the Lehigh Athletic Club Friday night. In the semi-final Amey Pedro, whose style of fighting has made him a big favorite, will meet Eddie Sherman for six rounds. There will also be several good preliminaries.

JEFF BOXES FAST IN THREE BOUTS

Carries Armstrong Along at Hot Pace, Then Takes on Berger and Choynski.

BEN LOMOND, June 13.—In line with the decided uncertainty of the whims of James J. Jeffries, the fighter was up with the birds this morning. Before the camp was stirring he had completed the burden of his day's training. He boxed nine rounds and completed the spectacular part of the performance while no one was looking save the sparring partners.

Six of the rounds Jeffries boxed without taking a rest, alternating with Berger and Choynski and taking one of them on at the end of a round with the other. Then Bob Armstrong was made to hustle for three rounds.

Straight from the boxing session, Jeffries went through a quarter of an hour of shadow boxing. As he was leaving the gymnasium to engage in a game of handball it was suggested by Jim Corbett that more work for the day might prove harmful, and Jeffries agreed. Having done his tasks, the boilermaker gathered his fishing outfit and started off with his brother Jack for the trout streams. He did not return until it was dark.

RENO, Nev., June 13.—Through his legal representative James J. Jeffries today settled the $5,000 gambling debt contracted four years ago with Stout & Miller, gambling house proprietors in Reno. The case was set for trial in the Superior Court of Nevada County for June 15, and as his presence would have interfered with his training for the fight with Johnson, Jeffries decided to pay the debt.

SAN FRANCISCO, June 13.—Jack Johnson will forego his automobile during the rest of the training season. To-morrow both his racing cars will go to the shop for repairs, and they will not be ready for use before July 1.

In response to a request from Tex Rickard the heavyweight champion reluctantly agreed to drop the only pastime he thoroughly enjoys. As a reward for this promise Rickard has agreed to allow Johnson the use of his machine, but the black man is not to touch the wheel.

"Look here," said Rickard on the occasion of his last trip to the Seal Rock House, "you've got to stop driving your automobile around so much. There are two many chances of your getting hurt. You might do it cranking up the machine or in driving the car. We cannot afford to take any of these chances."

"All right," replied Johnson. "I will run the cars into the paint shop and they will not be out until after the fight."

Johnson took a rest to-day. He was on the road in the morning for a short time, but long before the noon hour had his machine out.

"I'm off for San José," he announced to the gaping crowds as he entered his machine. Sig Hart accompanied him, and the return was not made until late in the evening.

Tex Rickard, accompanied by Sam Berger, arrived this evening from Ben Lomond. It is understood that Berger came to hold a conference over the sale of the moving pictures.

Sailors to Box at Sharkey A. C.

The Sharkey Athletic Club will hold its stags on Wednesday nights from this week on. For the entertainment to-morrow night two bouts have been arranged in which navy boxers will appear. Sailor Gavlin of the battleship Tacoma, champion featherweight of the navy, will meet Joe Ginty of Wilkesbarre in a six-round encounter, and "Chuck" Charlton of the battleship Nebraska, who gave Jim Smith a good fight, will tackle "Dixie Kid" in the ten-round wind-up. Both matches should be productive of slashing mills. There will be other bouts and a wrestling contest.

Bouts at Atlantic A. A.

Matchmaker George Wallace is arranging a treat for the members of the Atlantic Athletic Association, Hammels Station, Rockaway, in an all-star card for Friday night's stag. One of the bouts will be a six-round affair between Willie Scott, Brooklyn's coming bantamweight, and Mike Malla of Boston. These boys fought a hurricane six-round go at Brown's Gymnasium last week with honors in favor of Scott, and, as Malla has been clamoring for a return go, Wallace immediately matched them. The balance of the card will be announced later.

HOUCK AND GOLDMAN WIN.

Have Best of Ten-Round Fights at the Olympic A. C.

Two ten-round bouts were the attraction offered at the Olympic Athletic Club on West 125th Street last night, and both gave a lively bit of entertainment. In the first Charlie Goldman had decidedly the better of Packy Hommy, though the loser put forth a game exhibition all the way, taking severe punishment. The second bout brought together Tommy Houck and Young Wagner, and the former shaded his rival, forcing the fighting from the start. Neither man had dealt out severe punishment when the bell sounded at the conclusion of the final round, but Houck had shown the superior boxing and had Wagner on the defensive most of the time.

The first of the long bouts was the Goldman-Hommy "mill," and it was a lively session from the instant the men entered the ring. Hommy, if he had been more experienced, would have given his rival a better fight, and as it was he showed a willingness that aroused the greatest enthusiasm. He carried the game to Goldman all the way, and this was just what the latter wanted, and he doled out punishment that would have made many a man quit. Several times it looked as if Goldman was about to score a knockout, but he could not seem to follow up his advantage, and Hommy was quick in recovering. The start of each session found him as lively as if it were the opening round, but Goldman gave him no peace, and in the third round had him staggering at the finish, so much so that it would have taken but a little more, apparently, to have put him out.

The first round was about even, with Hommy getting in some good blows, which were returned in kind by Goldman. The second was easy for the Brooklyn boy, who worried his opponent with a left jab. Hommy was fighting all the time with one hand, his left not coming into play. Goldman showed to advantage in the third and fourth, and in the fifth scored the only knockdown when he felled Hommy with a left to the head. He followed this up with some heavy body blows, and had his opponent groggy when the round closed. Nothing daunted, Hommy came back in the next with additional ginger, and had Goldman on the defensive, the latter not landing a clean blow during the round. It was the closest that Hommy came to having the best of any of the rounds. The concluding four rounds were all in favor of Goldman, and in the final he had Hommy all but out. Another half minute would undoubtedly have seen such a result.

For one round in the bout with Tommy Houck, and that the first, Young Wagner showed to the front. He landed hard on his rival, sending a stiff one to the head at the outset and following it up with two heavy ones to the kidneys which jarred Houck markedly. It was the fastest fighting of the evening, and on the part of Wagner it ended there. For the remainder of the event Wagner clinched at every opportunity, and Houck had the best of the fighting. The main point, however, was that while Houck kept his opponent on the defensive for the greater part of the time, he could not land effectively enough to cause Wagner much discomfort. The style of fighting which Wagner put forth did not appeal strongly to the crowded house, but there was nothing very reprehensible about it except that it did not give such a sensational spectacle as would have been the case had the two stood toe to toe and milled it. When all is said and done, however, Wagner was outboxed, but there was little damage done by either man.

Clubmen to "Root" for Boxers.

The entire membership of the Lorimer Athletic Club of Brooklyn will be at the Fairmount Athletic Club to-night to root for Joe Bedell when he climbs into the ring with Jack Goodman. Lined up on the other side of the big arena will be the delegation from the Avonia Athletic Club, where Goodman holds forth. Two lightweights were never in better condition for a ten-round battle than Bedell and Goodman. The latter has been working for nearly five weeks and is in perfect condition and at a weight where he can show better than ever before. Bedell, too, has been at work a long time. He considers to-night's battle the turning point in his career. A good showing or a victory will gain him enough prestige to entitle him to a match with a champion. But Bedell wants a chance at Leach Cross, and to insure a meeting with the fighting dentist he must whip Goodman. Goodman's friends do not expect much trouble from the west sider. But Goodman holds a different view of Bedell's ability. He saw the Brooklynite in action against Frank Picato, whom Bedell whipped to a standstill without even having to extend himself. And a boy that can accomplish this Goodman considers very dangerous.

Cy Smith and Dohan Draw.

ALBANY, June 13.—Cy Smith of West Hoboken and Johnny Dohan of New York to-night fought ten fast rounds to a draw.

POPE HARTFORD WINS

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NEW YORK
RELIABILITY RUN
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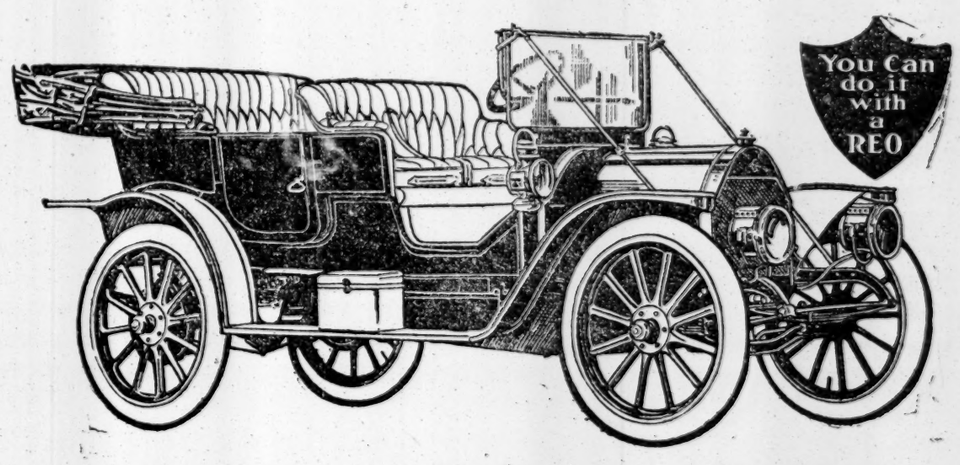

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This is the car chosen by these newspapers to pilot the seventy entrants in the *New York Herald-Atlanta Journal* Reliability Tour.

Why was the Reo so honored?

Because in last year's tour over the same roads, southward, it finished with not only a perfect score, but in perfect mechanical condition.

And the perfect-scoring car of last year's contest is the same identical Reo challenger (a stock car) that marked the roads for this year's event with but one single puncture; without a motor adjustment; without being passed by any one although it ran on a schedule planned for big cars.

It might just as well have been a sealed hood performance for the Reo—and this car has 14,000 miles to its credit.

The roads were of all sorts. The conditions were much worse than bad. But he buoyancy of the car made it easy on the tires. The quiet, smooth-running, powerful 30 h. p. motor never once faltered. The passengers came through in chair-car comfort.

Come and see the Reo—the car that gets there and gets back.

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GIANTS PLAY RAGGED GAME AND LOSE IT

Chicago Pulls Away from New York in League Pennant Race, Winning Easily.

THE SCORE.

Chicago	1	0	3	0	0	0	0	2	0—6
New York	0	1	0	0	0	0	0	0	1—2

CHICAGO.

	AB	R	H	PO	A	E
Evers, 2b	4	1	1	2	2	1
Sheckard, lf	4	0	1	2	0	0
Schulte, rf	4	1	2	2	1	0
Chance, 1b	4	1	1	13	2	0
Steinfeldt, 3b	4	1	0	3	2	0
Hofman, cf	4	2	2	1	0	0
Tinker, ss	4	0	0	5	4	0
Archer, c	4	0	1	6	5	0
Brown, p	4	0	0	0	2	0
Total	36	6	11	27	16	1

NEW YORK.

	AB	R	H	PO	A	E
Devore, lf	4	0	1	2	0	0
Doyle, 2b	5	0	0	2	1	0
Murray, rf	4	0	0	1	0	0
Seymour, cf	4	0	1	3	0	0
Bridwell, ss	4	0	0	1	4	0
Devlin, 3b	4	0	0	0	2	0
*Snodgrass	1	0	0	0	0	0
Merkle, 1b	4	0	0	15	0	1
**Fletcher	4	0	0	2	0	0
Meyers, c	4	0	0	2	0	0
†Shafer	0	0	0	0	0	0
Ames, p	3	0	0	0	6	0
††Becker	1	0	0	0	0	0
Total	36	0	2	9	27	18	3

*Batted for Devlin in the ninth inning.
**Ran for Merkle in the ninth inning.
†Ran for Meyers in the ninth inning.
††Batted for Ames in the ninth inning.

Two-base hits—Bridwell, Schulte. Sacrifice hits—Schulte, Sheckard. Stolen bases—Doyle, Hofman, Bridwell. Left on bases—Chicago, 7; New York, 9. First base on errors—Chicago, 1; New York, 1. Double play—Bridwell and Merkle. Struck out—By Ames, 2; by Brown, 3. Bases on balls—Off Ames, 1, off Brown, 2. Hit by pitcher—By Ames. (Chance.) Wild pitch—Ames. Passed balls—Meyers, 2. Umpires—Messrs. O'Day and Brennan. Time of game—One hour and fifty-four minutes.

Leon Ames had plenty of evidence for a strong case of non-support against the Giants at the Polo Grounds yesterday, his teammates backing him up with infirm and languid fielding until the Chicago Cubs had piled up enough runs to come out of the fray with a 6-to-2 win. Chief Meyers was a notable offender, and his catching was so quakey and lame that it gave the Cubs a lot of easy chances which they didn't have to exert themselves to take advantage of.

Against Ames was pitted "Three-Fingered" Brown, who, with the exception of two innings, prevented the Giants from getting more than one hit a session. He burned them over with imposing skill, and Al Bridwell was about the only Giant who lashed his stick against the ball with unabashed confidence. Ames wasn't so bad. He pitched good enough to win with a little hitting behind him. But no sooner had he pegged the first ball when trouble began. Spots in the infield which usually have the consistency of a stone wall suddenly became like tissue paper. It wasn't because the Cubs laced the bulb more terrifically than other folks, but a timorous, agitated spirit came over the Giants as they lined up against this machine. Many of the Chicago hits were lucky, for McGraw's men have shown at other times that they are able to corral more trouble-some drives than the bingles of the Cubs.

The Indian backstopper had one of the worst days of his career. His two errors were costly, and he had two passed balls and a bad throw, all of which added to the gayety of the Chicago merry-go-round. The Giants wanted the game, and wanted it badly, and the overanxiety to get it blossomed into a rosy defeat. The biggest Monday crowd in the history of the grounds saw the game, more than 15,000 sitting in at the gruesome exercises.

Johnny Evers used discretion in the first inning, and Ames gave him a pass. Sheckard popped to Merkle, and Schulte banged a grounder through Devlin which Arthur couldn't halt. Ames fired Chance out at first. Steinfeldt then struck out. Meyers spilling the third strike. The ball was so near his pedals that had it been a snake it might have bitten him. The Indian looked everywhere on the horizon for the pill, and when he discovered it the runner was at first. Hofman then laid down a bunt, which Devlin and Ames both went after. Nobody got it, and Evers ran home. Ames threw Tinker out at first, bringing the round to a thankful end.

For a moment in the second New York looked promising. After Seymour fouled to Tinker, Bridwell smashed a double to centre. Devlin walked, and Merkle forced him at second, Bridwell going to third. Meyers spanked out a single, scoring Bridwell.

The Cubs got New York on the toboggan in the third, and gave them a hard push down the smooth incline. Bridwell, who was as brilliant as ever at short, threw Sheckard out at first, after a lightning-fast pick-up and heave. Schulte took much delight in hammering the ball into deep centre for two bases. Chance got in too close to a swift tangent from Ames, and it cracked him hard on the fingers, causing him to kick off a little Highland fling. Gee, how it stung! A passed ball by Meyers sent the runners ahead a station. Steinfeldt banged a grounder at Bridwell, who shot it home to catch Schulte. Meyers pinned the ball on the runner as he slid into the plate—and then dropped the ball. Horrors! Hofman's grounder to Bridwell forced Chance at the plate, Meyers holding the pill this time. Another passed ball by Meyers, and the runners moved up. Joe Tinker then proceeded to get himself into the picture by pounding a single to left, scoring Steinfeldt and Hofman. Tinker tried to steal second, but the Indian got the ball to Doyle on a line, one minute ahead of time.

The Cubs got a couple of more in the eighth. Schulte popped to Doyle and Chance singled to centre. He went to second when Bridwell threw Steinfeldt out at first, and scored when Hofman plowed a smoking grounder right through Larry Doyle. Hofman stole second, and scored on Tinker's single.

The Giants threw out a bit of hope in the ninth by filling the bases and making everybody imagine that there was going to be something to shout about. Bridwell opened with a single and stole second. Snodgrass batting for Devlin, fanned. Evers let Merkle's slow grounder waltz through him, and Bridwell scored. Meyers singled to right, and Becker, batting for Ames, forced him at second. Devore walked, filling the bases.

Don't you ever think that Larry Doyle got any applause when he knocked a punky grounder to Evers and died at first with the bases crowded.

If Tinker hadn't been on the field the Giants would have had several more hits, because he stabbed liners which were yards each side of him, and also extended the ball toward first several times which made you believe that it was being shot from a gun.

NOTES OF THE GAME.

Some days the work of the Giants has a silky smoothness. On other days, like yesterday, one is reminded of No. 2 sandpaper.

Joseph Tinker was made up of live wires and springs yesterday. Every ball that was batted within yards of him submitted to the sleight-of-hand treatment and begged for mercy.

The wizard Evers was caught fast asleep standing up yesterday. In the second, with one down and first and second bases occupied, there was a fine chance for a double play. Devlin grassed to Tinker, who tossed to Evers, getting Devlin in and supposing that Evers would relay to first. The author thought that there were two down and held the ball. He felt after writing all that stuff about "inside" baseball.

Discovered—the reason for Meyers's infirmities. Yesterday was the 13th, and the Redskins of old were always long on superstition.

Five out of the nine Giants did not get a hit off Brown.

Sallee Outpitches Bell.

St. Louis and Brooklyn got together for the first time this season on the local grounds after two postponements, and the visitors won, 4 to 1. Burch scored for Brooklyn in the first on a single, a sacrifice, and Hummel's double. The locals were blanked thereafter, Sallee pitching great ball. Three hits, two passes, and a pair of errors proved Bell's undoing in the third. He pitched fine ball in the other innings. Score:

ST. LOUIS.	AB	R	H	PO	A
Huggins, 2b	4	0	1	3	1
Ellis, lf	3	1	0	3	0
Oakes, cf	4	1	1	0	0
Kirby, 1b	3	0	0	15	0
Evans, rf	2	0	1	1	0
Breshn'n, c	4	0	1	4	5
Hauser, ss	3	0	0	1	5
Mowrey, 3b	4	1	1	0	1
Sallee, p	2	1	0	0	3
Total	29	4	5	27	17

BROOKLYN.	AB	R	H	PO	A
Burch, rf	4	1	1	0	1
Daubert, 1b	3	0	0	13	0
Wheat, lf	4	0	1	3	0
Hum'l, 2b	4	0	1	0	1
Lennox, 3b	3	0	0	1	2
Dawson, cf	3	0	0	2	0
Smith, ss	3	0	1	2	3
Bergen, c	3	0	0	3	2
Bell, p	3	0	0	1	0
Total	30	1	4	27	14

Errors—Mowrey, Lennox, Bell.

St. Louis	0	0	4	0	0	0	0	0	0—4
Brooklyn	1	0	0	0	0	0	0	0	0—1

Left on bases—St. Louis, 4; Brooklyn, 8. Two-base hits—Mowrove, Hummel. Sacrifice hits—Hauser, Sallee, Daubert. First base on errors—St. Louis, 2; Brooklyn, 1. Bases on balls—Off Bell, 4. Struck out—By Sallee, 6; by Bell, 3. Passed ball—Bresnahan. Umpires—Messrs. Klem and Kane. Time of game—One hour and thirty-seven minutes.

Shift in Pittsburg Team; Wins.

PHILADELPHIA, June 13.—Pittsburg played all around Philadelphia to-day and won by 6 to 3. Pittsburg's team was shaken up. Wagner going to first base and Leach to shortstop, and Campbell and Wilson shifting positions. White pitched fine ball until the ninth inning, when he weakened, and Camnitz was sent to the rescue. Score:

PITTSBURG	AB	R	H	PO	A
Cam'bell, rf	3	1	2	2	0
Clarke, lf	5	0	2	2	0
Byrne, 3b	3	0	0	0	2
Wagner, 1b	3	1	1	6	1
Miller, 2b	4	1	2	3	3
Leach, ss	4	0	1	0	1
Wilson, cf	5	1	0	2	0
Gibson, c	5	1	1	5	0
White, p	5	1	3	0	1
Camnitz, p	0	0	0	0	0
Total	39	6	12	27	7

PHILADELPHIA.	AB	R	H	PO	A
Bates, cf	3	0	0	3	0
Knabe, 2b	4	1	1	2	3
Grant, 3b	3	1	0	2	4
Magee, lf	4	1	1	1	0
Ward, 1b	4	0	0	9	1
Walsh, rf	3	0	1	1	0
Doolan, ss	3	0	0	0	2
Dooin, c	4	0	1	9	0
Ewing, p	1	0	0	0	2
Shettler, p	0	0	0	0	0
*Moore, p	1	0	0	0	0
†Moran	1	0	0	0	0
††Whitsch	1	0	0	0	0
Total	32	3	4	27	13

Errors—White, Knabe, (2.) Grant, Doolan, (2.) Dooin, White.
*Batted for Ewing in sixth inning.
†Batted for Moore in ninth inning.

Pittsburg	0	0	1	1	1	1	1	0	0—6
Philadelphia	0	0	0	0	0	0	0	3	0—3

Two-base hits—Campbell, Clarke, Knabe, Hits—Off Ewing, 10 in six innings; off Shettler, 2 in one inning; off White, 4 in eight and two-third innings. Sacrifice hits—Campbell, Leach. Stolen bases—Clarke, Miller, Wilson, Wagner, (2.) Dooin. Left on bases—Pittsburg, 15; Philadelphia, 9. First base on balls—Off White, 4; off Ewing, 4; off Shettler, 3. First base on errors—Pittsburg, 4; Philadelphia, 1. Struck out—By White, 2; by Ewing, 4; by Shettler, 1; by Moore, 1; by Camnitz, 1. Time of game—Two hours and two minutes. Umpires—Messrs. Johnstone and Moran.

Two Managers Banished.

BOSTON, June 13.—An even break was the result of the double-header between Boston and Cincinnati, the visitors taking the first game, 4 to 2, and Boston the second, 5 to 2. Errors decided both events. Both managers got into difficulties with the umpires, Lake of Boston being sent from the field and Griffith of Cincinnati from the coaching lines after disputing the arbitrators' decisions. Scores:

CINCINNATI.	AB	R	H	PO	A
Bescher, lf	4	1	2	0	1
Paskert, cf	4	0	4	0	0
Hoblitzel, 1b	5	1	1	15	1
Mitchell, rf	3	1	1	1	0
Egan, 2b	4	1	0	4	3
Downey, ss	4	0	0	2	2
McLean, c	4	0	1	3	2
Wdruff, 3b	3	0	0	1	5
Burns, p	4	0	1	0	5
Total	35	4	10	*26	19

BOSTON.	AB	R	H	PO	A
Collins, cf	4	0	1	2	0
Herzog, 3b	3	0	1	0	3
Beck, 1b	4	1	1	13	1
Miller, rf	4	0	2	0	0
Shean, 2b	4	0	2	1	5
Getz, lf	4	0	1	1	0
Sw'ney, ss	3	0	1	3	2
Graham, c	3	1	1	7	1
Curtis, p	2	0	0	0	1
†Smith	1	0	0	0	0
Ferguson, p	0	0	0	0	1
Total	32	2	9	27	17

*Miller out, hit by batted ball.
†Batted for Curtis in seventh inning.
Errors—Shean, 2.

Cincinnati	0	0	0	0	3	1	0	0	0—4
Boston	1	0	0	0	0	1	0	0	0—2

Two-base hit—Dean. Home run—Beck. Hits—Off Curtis, 9 in seven innings; off Ferguson, 1 in two innings. Stolen base—Hoblitzel. Double play—Herzog, Shean, and Beckitzel. Left on bases—Cincinnati, 8; Boston, 5. First base on balls—Off Curtis, 4; off Burns, 1. Hit by pitcher—By Burns, (Herzog.) Struck out—By Burns, 2; by Curtis, 3; by Ferguson, 1. Wild pitches—Burns, 2. Time of game—One hour and fifty minutes. Umpires—Messrs. Rigler and Emslie.

SECOND GAME.

BOSTON.	AB	R	H	PO	A
Collins, cf	4	0	1	4	0
Herzog, 3b	3	1	1	1	2
Beck, 1b	4	1	1	9	0
Miller, rf	3	0	1	1	0
Shean, 2b	4	2	1	4	3
Getz, lf	3	1	0	2	0
Sw'ney, ss	3	0	2	0	1
Smith, c	4	0	0	6	2
Brown, p	3	0	0	0	2
Total	31	5	7	27	10

CINCINNATI.	AB	R	H	PO	A
Bescher, lf	4	2	0	2	1
Paskert, cf	3	0	2	0	0
Hoblitzel, 1b	3	0	0	13	0
Mitchell, rf	2	0	1	0	0
Egan, 2b	3	0	0	2	1
Downey, ss	3	0	0	2	0
McLean, c	4	0	0	2	0
Wdruff, 3b	3	0	1	3	3
Suggs, p	3	0	0	0	5
Total	28	2	4	24	13

Errors—Shean, Sweeney, (2.) Downey, Woodruff.

Boston	1	0	0	1	0	1	0	2	0—5
Cincinnati	1	0	0	0	0	1	0	0	0—2

Two-base hits—Herzog, Sweeney. Three-base hit—Shean. Sacrifice hits—Paskert, Hoblitzel, Miller. Stolen bases—Paskert, Mitchell, Woodruff, Sweeney, Shean. Double play—Woodruff and Hoblitzel. Left on bases—Boston, 5; Cincinnati, 5. Bases on balls—Off Brown, 3; off Suggs, 1. Sacrifice fly—Egan. Bases on errors—Boston, 3; Cincinnati, 2. Hit by pitcher—By Suggs, (Herzog, Getz.) Struck out—By Brown, 4; by Suggs, 2. Time of game—One hour and thirty-eight minutes. Umpires—Messrs. Rigler and Emslie.

MINOR LEAGUE RESULTS.

New York State League.

Utica, 3; Elmira, 0.
Syracuse, 16; Binghamton, 4.
Scranton, 8; Troy, 7.
Wilkesbarre, 4; Albany, 1.

Connecticut League.

Bridgeport, 8; Holyoke, 0.
New Britain, 7; New Haven, 1.
Northampton, 7; Springfield, 2.

New England League.

Lowell, 1; Lynn, 0.
Haverhill, 5; Fall River, 1.
New Bedford, 5; Brockton, 0.
Lawrence, 6; Worcester, 0.

American Association.

Minneapolis, 6; Columbus, 1.
Toledo, 7; Milwaukee, 1.
Indianapolis, 2; Kansas City, 1.
Louisville, 9; St. Paul, 1.

Tri-State League.

Harrisburg, 8; York, 7.
Lancaster, 4; Williamsport, 1.
Altoona, 9; Reading, 0.
Trenton, 2; Johnstown, 1. (11 innings.)

BASEBALL

Yesterday's Results.

NATIONAL LEAGUE.

Chicago, 6; New York, 2.
St. Louis, 4; Brooklyn, 1.
Pittsburg, 6; Philadelphia, 3.
Cincinnati, 4; Boston, 2.
Boston, 5; Cincinnati, 2.

AMERICAN LEAGUE.

Detroit, 5; New York, 1.
Philadelphia, 6; St. Louis, 1.
Boston, 9; Cleveland, 7.
Chicago, 2; Washington, 1.

EASTERN LEAGUE.

Newark, 3; Jersey City, 1.
Toronto, 2; Montreal, 0.
Baltimore, 1; Providence, 0.
Rochester, 3; Buffalo, 0.

Standing of the Clubs.

NATIONAL LEAGUE.

	W.	L.	P.C.		W.	L.	P.C.
Chicago	29	15	.659	St. Louis	22	24	.478
New York	28	18	.609	Brooklyn	20	26	.435
Cincinnati	23	20	.535	Philadelphia	17	25	.405
Pittsburg	22	20	.524	Boston	17	30	.362

AMERICAN LEAGUE.

	W.	L.	P.C.		W.	L.	P.C.
Philadelphia	29	14	.674	Cleveland	17	21	.448
New York	28	14	.667	Washington	21	27	.438
Detroit	32	18	.640	Chicago	16	30	.381
Boston	28	21	.523	St. Louis	9	34	.209

EASTERN LEAGUE.

	W.	L.	P.C.		W.	L.	P.C.
Newark	29	19	.604	Buffalo	20	21	.488
Toronto	27	19	.587	Baltimore	21	23	.477
Rochester	25	19	.568	Montreal	14	24	.368
Providence	20	19	.513	Jersey City	15	27	.357

Where They Play To-day.

NATIONAL LEAGUE.

Chicago at New York.
St. Louis at Brooklyn.
Pittsburg at Philadelphia.
Cincinnati at Boston.

AMERICAN LEAGUE.

Boston at Cleveland.

EASTERN LEAGUE.

Newark at Jersey City.
Providence at Baltimore.
Buffalo at Rochester.
Montreal at Toronto.

YANKEES SET BACK IN SECOND PLACE

New Yorkers Fail in Their Effort to Break Even in Detroit and Retain Lead.

THE SCORE.

Detroit	0	0	0	2	1	0	0	2	x—5
New York	0	0	0	1	0	0	0	0	0—1

DETROIT.

	A.B.	R.	B.H.	P.O.	A.	E.
McIntyre, lf	3	0	0	2	0	0
Bush, ss	3	1	1	1	4	0
Cobb, cf	4	0	1	1	0	0
Crawford, rf	4	0	1	0	0	0
Delehanty, 2b	3	0	1	1	4	0
Moriarty, 3b	4	0	1	5	4	1
T. Jones, 1b	4	0	1	14	0	1
Stanage, c	3	0	1	4	2	0
Summers, p	3	0	1	0	2	0
Total	28	1	7	27	17	2

NEW YORK.

	A.B.	R.	B.H.	P.O.	A.	E.
Hemphill, cf	4	0	1	0	0	1
Wolter, rf	4	0	1	5	0	0
Chase, 1b	4	0	1	11	0	1
Laporte, 2b	4	0	1	0	2	0
Cree, lf	4	0	1	3	3	0
Knight, ss	4	0	1	3	3	0
Austin, 3b	3	0	1	1	2	0
Mitchell, c	4	0	0	4	0	0
Vaughn, p	2	0	0	0	2	0
Quinn, p	1	0	0	0	0	1
*Gardner	1	0	0	0	0	0
Total	35	1	9	24	13	4

*Batted for Vaughn in eighth inning.

Two-base hits—Moriarty, Summers, Cree. Hits—Off Vaughn, 6 in seven innings; off Quinn, 1 in one inning. Sacrifice hits—Moriarty, Summers. Stolen bases—Cobb, Delehanty, T. Jones, Hemphill, Chase, Cree, Knight. Double plays—Wolter and Chase; Wolter and Knight, 2. Left on bases—Detroit, 7; New York, 8. First base on balls—Off Summers, 1; off Vaughn, 6. First base on errors—Detroit, 2; New York, 1. Hit by pitcher—By Vaughn, (Delehanty.) Struck out—By Vaughn, 2; by Summers, 3; by Quinn, 1. Time of game—One hour and fifty minutes. Umpires—Messrs. Evans and Egan.

Special to The New York Times.

DETROIT, Mich., June 13.—Vaughn, selected by Manager Stallings to try to repeat his victory of Saturday over the Tigers, was not hit hard to-day, but the of the safeties he permitted happened under unfortunate circumstances. As Summers was keeping the Yankees' hits scarce and scattered, and the Tigers, except Stanage, were giving him fine support, the runs collected in the fourth and fifth innings were ample for Hughie Jennings's purposes. The two handed out gratis by Quinn, Chase, and Austin in the eighth, though thankfully received, were not needed. The score was 5 to 1, and the defeat places Philadelphia in the lead again, with the Tigers crowding New York hard for second place.

The Tigers might have had a good many more runs but for an exceptional break of baseball luck, or perhaps it was a case of wonderful headwork by Wolter. Three times, with Tigers on, only one down, and prospects bright, Wolter stepped nonchalantly into a line drive which looked so safe that all runners were scooting for home, grabbed the ball and tossed to the infield for a double play. Such a play is not seen more than once in a dozen games.

Vaughn got by finely for three innings, fanning McIntyre and Cobb in the opener. In the second he walked Delehanty, but Wolter started the first of his double plays on Moriarty. In the third Jones and Stanage singled, and Summers sacrificed. With runners on second and third, McIntyre sent a beautiful drive to right. But here was where Wolter introduced Double Play No. 2.

The Yankees hung up a tally in the fourth on hits by Chase, Cree and Knight, aided by a poor throw by Stanage, and took the field one ahead. But here the sad occurrences began. After Chase had retired Bush on a fancy play unassisted, Cobb singled, took second on a passed ball, and third on Crawford's out. Vaughn hit Delehanty, who stole, and both scored on Moriarty's double to left. Tom Jones singled and Vaughn walked Stanage to get Summers, which proved good brain work, because Summers lifted a little foul.

In the fifth Bush walked, advanced on an out, and scored on Crawford's double. The remaining Tiger offensive operations cut no ice. As hinted earlier, the least said of the two runs of the ninth the better. Delehanty singled, Quinn got Moriarty's sacrifice bunt and threw badly to Chase. Chase threw none too well to Austin, who let the ball get away, and as the two Tigers had been indulging in a pursuit race all this time, they both crossed the plate.

The Hilltoppers made three hits in the ninth, to no avail. Summers, having a fine lead, tossed up a few easy ones until the bases were full, and then proceeded to retire the side.

Red Sox Win Slow Game.

CLEVELAND, June 13.—Boston defeated Cleveland 9 to 7 this afternoon. Mitchell was knocked out of the box in two innings. Cicotte was hit hard in the seventh and ninth innings, when the locals scored six runs. Easterly was put out of the game for disputing a play at the plate. The game was the slowest of the season, taking two hours and thirty-five minutes to play it. Score:

BOSTON.	AB	R	H	PO	A
Lord, 3b	5	1	1	4	1
Hooper, rf	5	1	2	0	0
Speaker, cf	5	1	2	1	0
Stahl, 1b	5	2	3	13	0
G'dner, 2b	4	2	3	2	5
Lewis, lf	4	1	2	1	0
Carrigan, c	2	0	0	5	1
Wagner, ss	2	0	0	0	0
Engle, ss	3	1	1	1	2
Cicotte, p	4	0	1	0	4
Total	39	9	16	27	13

CLEVELAND.	AB	R	H	PO	A
Graney, cf	5	1	1	1	0
Niles, rf	5	1	1	1	0
Turner, ss	4	1	1	2	1
Lajoie, 2b	5	2	3	2	3
Easterly, c	4	0	2	9	1
Bemis, c	1	1	1	2	0
Stovall, 1b	4	0	1	9	0
Krueger, lf	5	1	2	2	0
B'dley, 3b	5	0	1	2	0
Mitchell, p	0	0	0	0	0
Harkness, p	3	0	0	0	3
Doane, p	0	0	0	0	0
*Flick	1	0	0	0	0
†Lord	1	0	1	0	0
Total	43	7	14	27	3

*Batted for Harkness in seventh inning.
†Batted for Doane in ninth inning.
Errors—Stahl, Wagner, Easterly, Mitchell, Doane.

Boston	2	0	3	1	1	0	0	2	0—9
Cleveland	0	0	1	0	0	0	3	0	3—7

Hits—Off Mitchell, 6 in 2 innings; off Harkness, 6 in 5 innings; off Doane, 4 in 2 innings. First base on errors—Cleveland, 1; Boston, 2. Two-base hits—Stovall, Lajoie, Gardner. Three-base hit—Engle. Sacrifice hits—Hooper, Gardner, Stahl, Carrigan. Sacrifice fly—Cicotte. Stolen bases—Carrigan, Lord. First base on balls—Off Mitchell, 2; off Harkness, 2; off Cicotte, 3. Hit by pitched ball—By Mitchell, (Lewis.) Left on bases—Cleveland, 11; Boston, 13. Struck out—By Mitchell, 3; by Harkness, 4; by Doane, 2; by Cicotte, 6. Passed balls—Easterly, 1; Carrigan, 1. Time of game—Two hours and thirty-five minutes. Umpires—Messrs. Perrine and O'Loughlin.

Browns Get Two Hits Off Bender.

ST. LOUIS, Mo., June 13.—Philadelphia defeated St. Louis 6 to 1 to-day. The visitors netted three runs off Powell in the second and three off Waddell in the ninth. Bender had the locals at his mercy. He gave two hits. His wild pitch in the first gave the St. Louis men their lone tally. Score:

PHILADELPHIA.	AB	R	H	PO	A
Hartsel, lf	3	0	0	0	0
Heitm'r, cf	5	0	2	2	0
Collins, 2b	5	0	0	5	1
Baker, 3b	4	0	0	2	2
Davis, 1b	4	1	1	7	0
Murphy, rf	4	2	2	1	0
Barry, ss	2	1	1	1	3
Lapp, c	4	1	1	9	1
Bender, p	3	0	0	0	3
Total	34	6	7	27	8

ST. LOUIS.	AB	R	H	PO	A
Fisher, lf	4	0	0	3	0
Hartzell, 3b	4	0	1	1	2
Wallace, ss	3	0	1	3	3
Newn'm, 1b	3	0	0	10	0
Schw'zer, rf	3	0	0	2	0
Hoffman, cf	3	0	0	2	0
Trdale, 2b	2	0	0	2	3
Allen, c	2	0	0	3	1
Killifer, c	0	0	0	0	0
Powell, p	0	0	0	0	0
Ray, p	2	0	0	1	1
Waddell, p	0	0	0	0	0
*Stone	1	0	0	0	0
†Criss	1	0	0	0	0
Total	28	1	2	27	11

*Batted for Allen in eighth inning.
†Batted for Ray in eighth inning.
Error—Collins.

Philadelphia	0	3	0	0	0	0	0	0	3—6
St. Louis	1	0	0	0	0	0	0	0	0—1

Two-base hit—Murphy. Three-base hit—Hartzell. Stolen bases—Newnam, Wallace. Wild pitch—Bender. Bases on balls—Off Powell, 3; Off Ray, 1; off Waddell, 1; off Bender, 5. Struck out—By Powell, 1; by Ray, 1; by Bender, 7. Hits—Off Powell, 3 in 1 1-3 innings; off Ray, 1 in 6 2-3 innings; off Waddell, 3 in 1 inning. Left on bases—St. Louis, 5; Philadelphia, 6. Time of game—One hour and forty-one minutes. Umpires—Messrs. Sheridan and Kerin.

White Sox Win In Thirteenth.

CHICAGO, June 13.—Chicago defeated Washington, 2 to 1, in thirteen innings to-day. Chicago scored its winning run on Gandil's two-bagger and Payne's single. Score:

CHICAGO.	AB	R	H	PO	A
French, rf	5	0	1	2	0
Cole, cf	5	0	0	2	0
Zeider, 2b	5	0	0	1	5
D'hg'ty, ss	4	1	1	1	0
Gandil, 1b	5	1	1	17	0
Purtell, 3b	5	0	0	1	3
Dl'kb'ne, ss	4	0	0	4	7
Block, c	3	0	0	7	0
Payne, c	2	0	2	3	2
Olmstead, p	4	0	0	1	2
Total	42	2	5	39	19

WASHINGTON.	AB	R	H	PO	A
Milan, cf	4	0	0	1	3
Lelivelt, lf	4	1	1	2	0
Ressler, rf	4	0	0	2	0
Ungl'b, 1b	6	0	1	13	0
McB'de, ss	5	0	0	1	4
Conroy, 3b	4	0	1	2	3
Killifer, 2b	5	0	0	1	3
Street, c	4	0	1	11	2
Johnson, p	5	0	0	0	2
Total	43	1	5	*37	14

*One out when winning run was made.

Errors—Purtell, Unglaub, Johnson.

Chicago	0	0

CREWS IN BRUSHES AT POUGHKEEPSIE

Cornell's Eight Looks as Formidable as Last Year in Preparatory Work.

Special to The New York Times.

POUGHKEEPSIE, N. Y., June 13.—Coaches Rice and Jim Ten Eyck are the first to have any of their crews crippled because of physical ailment of their oarsmen. Sage, the bow man in the Columbia Freshman eight, has been suffering from a boil which for several days has kept him out of the boat. He is now better. The eight did not suffer much, because substitute Gardner has had about as much experience as Sage.

But with Ten Eyck and his Syracuse freshman eight the case is more serious. Greggs, who rows No. 3, is now suffering severely from the same trouble. Mahon, who was sent in in his place to-day, is inexperienced in handling the sweeps, and the change, Ten Eyck said to-day, very decidedly cripples the 1913 boat. A strong wind made rowing conditions unfavorable this morning, and though all of the crews got out, the work was all done close to the shores.

Cornell was the first on the water, Courtney getting his men out unusually early. Excepting Columbia and Pennsylvania, all of the squads were sent down the river, each for about four miles, below their boathouses.

Columbia and Pennsylvania went up past Hyde Park, making the longest row for the Philadelphians since their arrival here. The most interesting part of their row was a snappy brush between the two Pennsylvania fours. The substitute four picked up the 'Varsity at the Columbia boathouse and started off on a two-mile sprint. The substitute combination quickly began to pull away from the 'Varsity, finally leading by four lengths of open water. In the afternoon, Ellis Ward sent his fours out for another race, keeping careful watch over them, for it is certain that they will both be shaken up either to-morrow or the next day. Again it was evident that the second boat would win, but just as they were getting the lead it was found that they were nearer land than was calculated, and to continue along the only course that was left to them would send them hard aground. They then had to stop, and the 'Varsity won.

All of the coaches took advantage of the smooth water this afternoon to put their crews through more strenuous practice, and 5 o'clock found Cornell, Wisconsin, Pennsylvania, and Syracuse assembled about four miles below the Poughkeepsie Bridge.

Syracuse was the first to break away and start back toward their quarters. They received too long a lead for any of the other crews to give them a spurt, but after Cornell had started and gained a lead of about 300 yards, Pennsy gave chase, rowing at a much higher stroke than the Ithicans. About two miles below the bride the Quakers caught up with the Cornell eight, and then ensued one of the prettiest spurts between 'Varsity boats that has been witnessed in any of the practices this year. Both kept fairly even until Courtney's crew dropped out at the Oakes, while Pennsy continued on up to their quarters. What advantage either might have gained over the other was impossible to determine, so far were they separated from each other on the river.

But what was easy to judge was the way in which the Cornell 'Varsity pulled away from their freshmen. The latter had started off with the veterans, but had no chance when the 'Varsity hit it up in earnest. This is rather unusual and augurs well for the 'Varsity or bad for the youngsters. Spectators who witnessed the Cornell 'Varsity row remarked that it looked like "the same kind of an eight as last year." And in fact it might well be with six veterans in the boat this season.

The Wisconsin crews have a formidable looking lot of men on the Hudson this year, their 'Varsity eight looking like one of the best they have ever had here. Succeeding in defeating Washington crew, they have come East to try and do something worth while this year. However, Ned Ten Eyck did not put them through any time trials, but sent them up the river in the morning and down in the afternoon for long but easy paddles. Columbia also did not figure in any time trials to-day, to-morrow being one of their harder days. Both times Jim Rice took them up the river, giving them ten miles for each row.

HARVARD NAVY'S MASCOT.

Larz Anderson Presents Oarsmen with Brown Bear Cub.

RED TOP, Conn., June 13.—A change was made in the first 'Varsity four before the Harvard crew went out for their afternoon practice, Waite being dropped from the boat and Hopper put in his place. The crew rowed with Sargent, stroke; Hooper, 3; Forster, 2; Balch, bow, and Voorhees, coxswain. The 'Varsity eight, with Coach Wray at No. 5, Bacon not having come on from Cambridge, paddled down stream to the bridge and return, followed by the freshman eight as far as the navy yard. The three fours paddled back and forth, taking it easy.

The lives of the men were brightened late to-day by the arrival of a mascot in the form of a brown bear cub, the gift of Larz Anderson, an old graduate. The little animal is full of spirit and fight. Among the arrivals of the day was Robert F. Herrick of the class of '00, who came on his schooner Tarpon. He brought with him a small launch, which will be used by Coach Wray.

In the morning all the crews rowed downstream, all the boats moving along smoothly, especially the 'Varsity eight. Examinations commenced to-day.

GALES FERRY, Conn., June 13.—On account of rough water the Yale crews waited until 6 o'clock before going out for the afternoon practice, the three fours going first, followed by the two eights. Reed, who has been rowing No. 2 in the freshman four, was put in at No. 4 in the freshman eight, displacing Brunbreb. The latter went in as stroke in the four, displacing Scragg. Philbin was put in at No. 2 in the four. The fours went downstream as far as the navy yard and return in easy stretches. The two eights rowed down to the bridge in three stretches at a slow, steady stroke, returning in one stretch with a similar stroke.

The jerseys and hats for the freshmen arrived to-day, but will not be worn until a week before the races, when their pictures will be taken.

In the morning the fours had a three-quarter-mile brush, which was won by the first 'Varsity by a length, the 'Varsity and freshman eights went upstream and raced for three-fourths of a mile on the return, the 'Varsity coming in a length ahead.

ON THE TENNIS COURTS.

It was a day of final cup matches on the clay courts of the Englewood Field Club, Englewood, N. J., yesterday, and only one event, the women's singles, remained undecided between Miss Louise E. Hammond and Mrs. George L. Chapman. The reason for this was that Miss. Hammond competed in two other events, as paired with Mrs. Chapman, she won the women's doubles, defeating Miss E. W. Smith and Mrs. Walter C. Aufferman, 6—4, 6—1. Then in the mixed doubles Miss Hammond paired with Raymond D. Little, the internationalist, and the two defeated Mrs. Aufferman and the Californian, Carleton R. Gardner, in straight sets, 7—5, 6—3.

The final of the men's doubles produced a grueling competition, in which Harold H. Hackett and Carleton R. Gardner defeated Karl H. Behr and Raymond D. Little, 11—9, 2—6, 7—5, 5—6, and 6—4. Gardner won the singles cup final, defeating Charles M. Bull, Jr., 6—4, 9—7, 6—3. The summary:

Women's Doubles.—Final Round—Miss Louise E. Hammond and Mrs. George L. Chapman defeated Miss E. W. Smith and Mrs. Walter C. Aufferman, 6—4, 6—1.

Mixed Doubles.—Final Round—Miss Louise E. Hammond and Raymond D. Little defeated Mrs. Walter C. Aufferman and Carleton R. Gardner, 7—5, 6—3.

Men's Doubles.—Final Round—Harold H. Hackett and Carleton R. Gardner defeated Karl H. Behr and Raymond D. Little, 11—9, 2—6, 7—5, 5—7, 6—4.

Men's Cup Singles.—Final Round—Carleton R. Gardner defeated Charles M. Bull, Jr., 6—4, 9—7, 6—3.

Upon slippery courts a beginning in both the women's and men's singles produced some fair sport yesterday in the tournament at the Amackassin Club, Yonkers. The summary:

Challenge Cup Men's Singles.—First Round—Howard H. Burdick defeated H. L. Parr by default; F. P. Fuller defeated Arthur Schaeffer, 6—3, 6—2; C. H. Gilman defeated J. H. Hillhouse by default; Dr. E. G. Littell defeated R. O. Coulter, 6—0, 6—0; W. H. Child defeated Elliott W. Pitkin by default, L. H. Fitch defeated W. A. Johnson by default, S. Howard Voshell defeated F. H. Blake by default, the Rev. Edgar A. Lowther defeated William S. Langford by default, T. A. Smith defeated J. W. Wylie by default, and A. J. Ostendorff defeated H. S. Gray, 6—2, 3—6, 6—3.

Women's Singles.—First Round—Miss Clara Kuttroff defeated Miss Helen Holbrook by default, Miss Mabel Benedict defeated Miss Emily Taylor, 6—4, 15—13, and Miss Elsie Dietz defeated Miss Fellows by default.

Samuel A. Westfall won the final of the Long Island championship singles yesterday and the right to challenge William B. Cragin, Jr., for the cup on the clay courts of the Kings County Lawn Tennis Club, Brooklyn. He defeated the Crescent Athletic Club champion, Henry C. Martin, in the final, 6—2, 4—6, 8—6, and 9—7.

The annual tournament of the Ardsley Club got under way yesterday on the club's grass courts at Ardsley-on-the-Hudson, the entry list of both singles and doubles showing the best class of any fixture so far this season. The summary:

Men's Singles.—First Round—F. C. Millett defeated A. D. Bell, 6—2, 6—1; Dr. Ewing Taylor defeated G. L. Sand, 6—2, 6—1; Wylie C. Grant defeated C. S. Mill by default; G. F. Touchard defeated C. M. Bull, Jr., 7—5, 6—10, 8—6; H. A. L. Sand defeated L. D. Irving by default; G. F. C. Inman defeated F. De Rham, 6—2, 6—3; R. A. West defeated Newton Ray, 8—6, 3—6, 6—4; J. S. Cushman defeated Norman Johnson, 6—1, 6—3; T. R. Pell defeated C. F. Watson, Jr., 6—2, 6—3; P. Foerster defeated C. M. Robertson by default, and G. S. Groesbeck defeated J. P. Lee, 6—4, 6—2.

Second Round—Theodore R. Pell defeated P. Foerster, 6—1, 6—0.

Tennis Results at Longwood.

BOSTON, June 13.—With fifty-six contestants, the largest number in the history of the event, the seventeenth annual State tennis championship tournament in singles was started on the Longwood Courts to-day. The second round was almost completed at the end of play, with no important upsets. The winner of the tournament must play R. C. Seaver of Boston, State champion for five years, for the title. The following are the results of the second round:

L. T. Wallis defeated J. Chase, (by default;) N. W. Niles defeated C. B. Wilbar, 6—1, 6—0; A. S. Dabney defeated A. W. Merriam, 6—0, 6—3; R. Bishop defeated V. P. Vickery, 6—1, 6—3; E. V. Page defeated R. W. De Cormis, 6—1, 6—4; H. Nickerson defeated L. H. Martin, 6—4, 6—2; C. A. Chase defeated H. Taylor, 6—3, 1—6, 6—2; H. G. Smith defeated J. P. Post, 3—6, 10—8, 6—2.

BASHTI RUNS OFF WITH ASTORIA STAKE

Two Jockeys Slightly Injured in Falls in Steeplechase Race at Gravesend.

Bashti, the Adam-Disadvantage filly, was winner of the Astoria Stake at Gravesend yesterday.

Unfortunately the Astoria only brought three fillies to the post, and Bashti so far outclassed the other two that it was really no contest. R. F. Carman sent his good filly Horizon and Capt. E. B. Cassatt sent The Bailiff's Daughter, a filly that raced excellently at Pimlico. The recent rain made the track particularly deep and difficult, and that had much to do with the Astoria field being a small one, while it greatly reduced several of the other fields during the afternoon.

It was the first time that the Newcastle Stable has figured a winner in the Astoria running, though several efforts have been made for the coveted stake. Last season the race went to Woodford Clay's Ocean Bound, and the season before Philip J. Dwyer's Melissa was winner.

Next in importance to the Astoria was a mile and a furlong handicap, and it furnished one of the surprises of the day when Barney Schreiber's Sager, added shortly before post time, took the measure of S. C. Hildreth's Joe Madden, the best money-winning three-year-old of last season. Joe Madden, though he was required to give away considerable weight by Handicapper Vosburgh, was always held at odds on, and there was little demand for either Sager or Scarpia, the other one that started.

In the running Joe Madden went along in front under double wraps all through the early stages, and until the stretch was reached he held a good lead. There S. Davis, who rode Sager, made his bid on the outside, and the Bannockburn colt, responding cheerfully, quickly raced to Joe Madden, and at the end had him well beaten and was going away with plenty to spare.

The steeplechase brought out six starters and three of them failed to finish the course. Black Bridge, who fell in the running of the Empire State Saturday, was the winner, with little Miss Bertha Garth's Diopit second and J. H. Warren's Bushranger third. Magellan, ridden by Huppe, fell at the second fence, and Paprika, on which J. L. Josephthal, his owner, had the mount, went down at the fourth. Jimmy Lane was the next one to go down, and he struggled along to the fourteenth fence, which is the front field Liverpool, before he went down heavily with Allen.

Huppe was badly cut about the head as a result of his fall, and Allen was temporarily knocked out, though neither rider was seriously hurt, while Mr. Josephthal was lucky to escape without injury. The summaries:

FIRST RACE.—For all ages, handicap; about six furlongs.

R. F. Carman's b. h. Magazine, by Mazagan-Pink Rose, 107, (Dugan,) 8 to 5 and 1 to 2 ..... 1½
R. T. McKeever's ch. g. Horace E., 95, (Garner,) 20 to 1 and 6 to 1 ..... 2½
J. L. McGinnis's br. c. Shannon, 90, (Ural,) 7 to 1 and 5 to 2 3
Sir John Johnson, b. h., 123, (Powers,) 3 to 2; Prince Gal, b. c., 107, (McGee,) 8 to 1; Berry Maid, b. f., 103, (Thomas,) 20 to 1, and Capt. Swanson, br. c., 90, (Moore,) 50 to 1, also ran. Time—1:11. Won driving.

SECOND RACE.—Steeplechase, selling; for four-year-olds and upward; about two miles and a half.

S. C. Hildreth's b. g. Black Bridge, by Bridgewater-Blackheart, 144, (Henderson,) 7 to 10 and 1 to 4 1
Miss Bertha Garth's b. g. Diopit, 139 (Helder,) 16 to 5 and 7 to 10 2
J. H. Warren's b. g. Bushranger, 137, (Williams, 10 to 1 and 3 to 1 3
Paprika, b. g., 143, (Mr. Josephthal,) 40 to 1 Magellan, br. g., 139, (Huppe,) 40 to 1; Jimmy Lane ch. g., 137, (Allen,) 9 to 2, fell. No time taken. Won easily.

THIRD RACE.—For three-year-olds which have not won at this meeting; one mile and a sixteenth.

Miss A. M. Marrone's ch. c. Frank Purcell, by Griffon-Roseland, 109, (Bergen,) 9 to 20 and out 1
Quincy Stable's ch. g. Sandrian, 113, (Phillips,) 3 to 1 and 1 to 2 2
P. Dunne's b. g. Sabian, 103, (Lang,) 20 to 1 and 4 to 1 3
Loco, b. g., 112, (Gross,) 12 to 1; Queen's Song, b. f., 101, (McCahey,) 40 to 1, also ran. Time—1:51 2-5. Won galloping.

FOURTH RACE.—The Astoria, for fillies two years old; five furlongs.

Newcastle Stable's br. f. Bashti, by Adam-Disadvantage, 114, (Garner,) 7 to 20 and out 1
R. F. Carman's ch. f. Horizon, 114, (Davis,) 5 to 2 and 1 to 5 2
Capt. E. B. Cassatt's ch. f. The Bailiff's Daughter, 114, (Dugan,) 30 to 1 and 8 to 1..3
Only three starters. Time—1:02. Won eased up.

FIFTH RACE.—For three-year-olds and upward, handicap; one mile and a furlong.

B. Schreiber's b. c. Sager, by Bannockburn-Miss Marrone, 104, (Davis,) 4 to 1 and 7 to 10 1
S. C. Hildreth's ch. c. Joe Madden, 116, (Shilling,) 9 to 20 and out 2
H. La Montagne's br. c. Scarpia, 93,(Warner,) 9 to 2 and 4 to 5 3
Time—1:54. Won driving. Only three starters.

SIXTH RACE.—For two-year-olds, selling; five and a half furlongs.

Beverwyck Stable's b. f. Blue Mouse, by Garty Heimann-Fair Empress, 107, (Shilling,) 1 to 2 and out 1
M. L. Schwartz's b. c. Firewood, 104, (Davis,) 15 to 1 and 3 to 1 2
H. L. Shaw's ch. f. Old Squaw, 97, (McCahey,) 10 to 1 and 2 to 1 3
Hectagon, ch. c., 103, (Bergen,) 12 to 1, and Carbineer, ch. c., 107, (Dugan,) 7 to 2, also ran. Time—1:10. Won easily.

Nineteen Race Horses for $5,825.

Nineteen head of two-year-old thoroughbred horses belonging to various owners were sold in the paddock at the Gravesend track before the races yesterday, and brought a total of $5,825. Prices were very small, ranging from $15 to $1,350. Huskly Lad, by Hermis-Brawlass, was sold to F. D. Weir for $1,350. J. Fitzsimmons gave $1,100 for Imprint, the son of Knight of the Thistle-Affect.

Entries for Gravesend Racing.

FIRST RACE.—For three-year-olds and upward; mares; selling; about six furlongs.

	Pounds.		Pounds.
Follie Levy	107	*Sans Souci II.	94
Curly Locks	92	Jeanne d'Arc	111
O Em	92	*Adriuche	96
Nunda	99	Woolcasta	90
Royal Captive	99		

SECOND RACE.—Handicap, for three-year-olds and upward; one mile and a sixteenth.

Joe Madden	122	Sea Cliff	100
Montgomery	102	Rock Stone	92
Eddie Dugan	88	Hill Top	100
The Turk	120	Uncas Chief	90
Cohort	103	Also eligible:	
Guy Fisher	105	Grasmere	114
Twilight Queen	99	Sager	104
Scarpia	92	Martinez	95
Imitator	88	Magazine	107
Superstition	90		

THIRD RACE.—The Hanover, for two-year-olds; five and a half furlongs.

Mr. Golightly	110	Isabel Casse	95
Heretic	94	Miss Nett	109
Danger Mark	97	Pluvious	110

FOURTH RACE.—The Derby, for three-year-olds and upward; one and one-quarter miles.

Prince Imperial	122	Starbottle	114
Fauntleroy	114	C. Hargrave	1 8
Dalmatian	122	Sweep	126
Martinez	114	Grasmere	115

FIFTH RACE.—Handicap, for two-year-olds; five and a half furlongs.

Zeus	111	Also eligible:	
Feather Duster	110	Herodia	117
Whist	105	Miss Nett	110
Syzygy	102	Sebago	101
Aldrian	113	Satisfax	92
Warbler	94	Sir Raymond	88

SIXTH RACE.—Selling, for three-year-olds and upward; one mile and three-sixteenths.

Neoskaleeta	103	Killiecrankie	103
Dandy Dixon	114	Taboo	109
Selleview	105	The Peer	103
Wise Mason	113	Montgomery	108
Harvey F.	99	Keep Moving	109
St. Joseph	105		

*Apprentice allowance claimed.

Cadet Field Day Honors for 1912.

WEST POINT, N. Y., June 13.—Fagorable weather prevailed to-day for the seventeenth annual field day of the Cadet Corps. The events, under the auspices of the Army Athletic Council, were watched by a large number of guests. The contests were for individual and class championships.

The class of 1912 won the meet with 135 points. Points won by other classes were: 1911, 122½; 1913, 73½; 1910, 47½. The individual winners were:

100-Yard Dash.—Drake, '12. Time—0:10¼.
Mile Run.—Frank, '11. Time—4:57.
220-Yard Hurdles.—C. J. Brown, '12. Time—0:27 1-5.
Shot Put.—Chamberlin, '10. Distance—36 feet 2 inches.
Half-Mile Run.—McKinney, '11. Time—2:10 2-5.
220-Yard Dash.—Drake, '12. Time—0:22 3-5.
Running Broad Jump.—R. E. Anderson, '12. Distance—21 feet.
Hammer Throw.—H. C. McLean, '12. Distance—93 feet 4 inches.
Running High Jump.—Anderson, '12. Height—5 feet 6 inches.
Pole Vault.—Fatch, '13. Height—10 feet 6 inches.
Throwing Discus.—Drollinger, '11. Distance—110 feet.
120-Yard Hurdles.—C. J. Brown, '12. Time—0:17.
440-Yard Run.—J. B. Gillespie, '13. Time—0:54.

Giant's Despair Hill Climb To-day.

Special to The New York Times.

WILKESBARRE, Penn., June 13.—A clear sky and warm weather give promise that there will be no further postponement of the fifth annual hill-climbing contest of the Wilkesbarre Automobile Club, to be run at 1 o'clock to-morrow afternoon on the Giant Despair course, which was postponed from Saturday. To-day the road, made muddy and slippery by three days' rain, dried up early, and is rapidly being placed in good shape for the race. De Palma, Belcher, Hearne, Tousey, Zengle, Disbrow, Holt, Berger, Bauer, Costello, Dailey, Kincaid, Aitken, Harroun, Fincke, Reynolds, and other famous drivers were on the course with their big machines, getting practice for to-morrow and making good time up three-fourths of the hill. Near the finish, however, the course is still somewhat soft, and the machines had to slow down owing to fear of accident.

GAYNOR REVIEWS AUTOS AT CITY HALL

The National Highway and Premier Endurance Runs a Big Success.

Led by a band of music, the National Highway and Premier Endurance tourists paraded yesterday before Mayor Gaynor at the City Hall. Both delegations came from Philadelphia, the former after a long run from Atlanta, Ga., and the premier representatives ending a three-day trip to Cape May, N. J. Over 100 cars were in line when they passed in review at the City Hall Square.

The tourists spent the night at Philadelphia and at 7:30 A. M. the National highway cars left the Hotel Walton. Sixty cars checked out. They were followed one hour later by forty premier cars and the two parties met on Staten Island, where they had lunch. At the foot of Broadway the cars lined up, 100 hundred in all, and the two parties separated after leaving the City Hall Square. The premier cars proceeded to Fifty-ninth Street and Columbus Circle, where they disbanded.

The National highways endurance survivors were dismissed at Thirty-fourth Street and Broadway. While it is too early to know if penalizations were inflicted, many of the cars came through with a perfect score.

Gordon Wagner, who drove the Columbia pacemaking car, said:

"I have never seen such roads as we went through. I broke them through every day, and it was a case of slip and slide from start to finish. We went down into chuckholes and slid over ruts which would strike terror to any driver. No wonder there are so many springs and frames broken. And yet it is the source of the greatest pleasure for me to know that so many cars came through without difficulty of any kind.

"I found, too, that in all of the cities where I went through and in many of the small towns that there was a great interest. I am glad that it is done, but it is an experience which I should not have wanted to miss."

LONG ISLAND ENDURANCE RUN

Forty-three Cars Will Start for Montauk Point To-day.

Forty-three cars are entered in "Montauk Light or bust" endurance test which starts to-day from Madison Square Garden. Six cars which have made perfect scores in the National highway run from Atlanta were added yesterday, and late last night William J. Morgan of the Motor Contest Association, received the entries of the Palmer and Singer, Overland, Cadillac, and Simplex. The Atlanta run cars are Matheson, White, Welch-Detroit, Palmer and Singer, Mercer, and American.

A meeting of the contestants was held last night when the plans were perfected for the run. The band of the Odd Fellows' Home Orphan Asylum will meet the contestants at Three Mile Harbor and play selections in all the principal towns en route, a motor vehicle truck having been provided for their conveyance. The Columbia University students, who will act as observers for the run, received their instructions last night from the referee, Allen C. Alderman, President of the Long Island Automobile Club.

The run will start at 6 o'clock this morning when Starter Fred Wagner of the American Automobile Association will send the first car away. Raymond Beck will have charge of the confetti car, and Oakley Delameter, in a six-cylinder Mitchell, will be pacemaker.

MOORE BEATS VANDERBILT.

Captures Corinthian Coaching Event at Olympia Show.

LONDON, June 13.—Judge Moore of New York continued his winnings at the International Horse Show to-day. His horse Flourish captured first and his Whitewall Ariel third prize in the class for single harness horses over 14 and not exceeding 15 hands, shown to a two-wheel carriage. He also secured second and third honors in the judging of pairs of harness horses over 15 and not exceeding 15.2 hands.

Judge Moore turned the tables on A. G. Vanderbilt this evening in the Corinthian Coaching event from Olympia about seven miles and return, capturing first prize. The third prize was awarded to Mr. Vanderbilt. On Saturday Mr. Vanderbilt won the Coaching Marathon, while Judge Moore's four-in-hand finished third.

NEW YORK GIRL ATHLETE.

NEW MILFORD, Conn., June 13.—At the field day meet held in connection with the graduation exercises of the Ingleside School for Girls here to-day Carolyn Hale of the Class of 1911, of New York City, broke the world's record for girls in the running high jump by clearing the bar at 4 feet 7¾ inches. She also won five of the six events on the programme.

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COLUMBIA Motor Auto Storage Co., 1,661 B'way. Phone 3577 Columbus.
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AUTOMOBILE machine shop; only skilled mechanics employed; overhauling, machine work. HOUPERT, 212 West 68th.

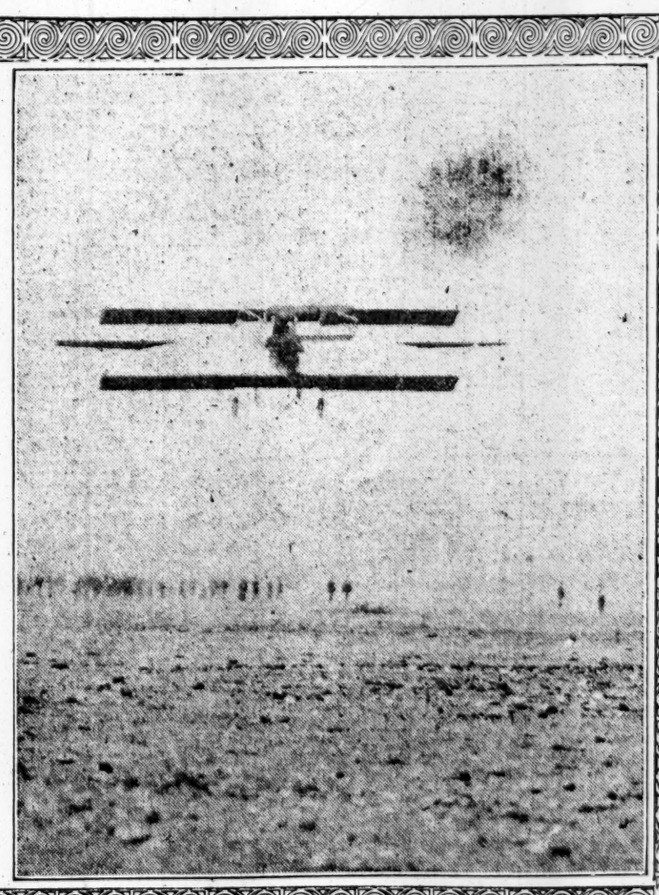
THE TURF.

RACING BROOKLYN JOCKEY CLUB TRACK
Special train leaves E. 34th St. at 12:50 P. M. Trains from N. Y. side of Brooklyn Bridge via 5th Av. Culver "L" Road. Subway passengers transfer at Atlantic Av. station for "L" road. 1 P. M. boat via 39th Street Ferry.

SPORTING EVENTS.

BASEBALL, Polo Grounds, To-day, 4 P. M., Giants vs. Chicago. Adm. 50c.

Three Competing and the Pacemaking
Columbia
Cars Came Through the
N. Y. Herald-Atlanta Journal
endurance contest over the National Highway without difficulty of any kind. Three of these cars were driven by amateur drivers and are here in as good mechanical condition as when they started from Atlanta.
The Pacemaking Car was used in the strenuous Pathfinding as well, and covered 4,500 miles and is now on exhibition at 1661 Broadway.
Columbia Motor Car Company,
Hartford, Conn.



HAMILTON STARTING
NEW YORK-PHILADELPHIA FLIGHT
HE USED A BOSCH MAGNETO
The Records of the Wrights, Curtiss, Paulhan, Farmam, Rolls and others were also made in Bosch Equipped Aeroplanes.
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Bergen County
NEW JERSEY
4½%
BONDS

Price and Particulars Upon Application

A. B. Leach & Co.
149 BROADWAY, NEW YORK

For Sale
100 Am. Cigar Pfd. & Com.
90 Am. Caramel Pfd.
25 Am. La Fr. F. Eng. Pfd. & Com.
100 Acme W. Lead & C. Wks. Com.
100 Barney & S. Car Pfd. & Com.
100 Bank of Commerce.
95 Con. Gas & El. Lt. Pfd. of Balt.
50 H. B. Claflin 2d Pfd. & Com.
20 Childs (Rest'nt) Pfd. & Com.
250 J. I. Case Plow Works Pfd.
100 Du Pont Powder Pfd. & Com.
100 Fraser Tablet Pfd. & Com.
34 General Chemical Com.
100 General Motors Pfd. & Com.
500 Gray Nat. Telautograph.
100 Heany Company Com.
25 Knox Hat Pfd. & Com.
100 Mohawk Valley.
100 N. Y. State Rwys. Pfd. & Com.
100 Nat. L., Heat & Pr. Pfd. & Com.
100 National Park Bank.
50 Pope Manufacturing Com.
100 Safety Car Heating & Lighting.
25 Title Guarantee & Trust.
100 U. S. Ind. Alcohol Pfd. & Com.
100 Union Typewriter Pfd. & Com.
10M Twin State Gas & El. 1st 4½s.

Hallowell & Henry
Tel. Broad 4995-8. 52 Beaver St., N. Y. C.

1st Mortgage Gas Bonds to Yield 5%
Subject to sale, we offer a few bonds of an issue we originally marketed in 1902. Net earnings over 3¼ times interest.
Inquiry invited.
N. W. Halsey & Co.
BANKERS
49 Wall Street, New York.
Philadelphia Chicago San Francisco

FOR SALE
$100,000 Mutual Fuel Gas
5s, 1947
$100,000 Union Steel Co.,
1st 5s, 1952
$50,000 St. Clair Furnace Co.,
5s, 1913 to 1937
E. & C. RANDOLPH,
Members New York Stock Exchange.
111 Broadway, New York.
OPEN MARKET SECURITIES DEPARTMENT
Horace Hatch, Mgr. T. F. Shields, Bonds.
Dealers in Investment and Other Securities of the United States, Canada, and Mexico.

Hollister, Fish & Co.
BANKERS
Members N. Y. Stock Exchange
Investment Securities
Interest Allowed on Deposits
Nassau and Pine Streets
Telephone John 3900

WANTED.
100 American Piano Preferred
200 Bush Terminal
100 Interborough Rapid Transit
500 Pope Manufacturing Common
25 Singer Manufacturing
100 Texas (The) Company
FREDERIC H. HATCH & CO.
Dealers in Unlisted and Inactive Securities of Railroads and Other Corporations in the United States and Elsewhere,
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Tel. 5140 to 5153 Broad, Inclusive.
Branch Office, 30 CONGRESS ST., BOSTON.
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WE OFFER AND RECOMMEND
INTERNATIONAL NICKEL
Preferred Stock
To net about 6½%
Price and Particulars on Application.
S. H. P. Pell & Co.
Members New York Stock Exchange.
Dealers in Unlisted and Inactive Securities.
Tel. 7865-7-8-9 Hanover. 43 Exchange Pl., N. Y.

CHICAGO & ALTON 3s
Duval, Carroll & Co.
Members New York Stock Exchange
66 BROADWAY NEW YORK

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BANKERS
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NEW YORK

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BANKERS
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New York Philadelphia

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Bankers and Brokers
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1 BROADWAY. NEW YORK.

INVESTORS
Particular attention given to small accounts. Market letter sent upon request.
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115 BROADWAY.
TELEPHONE Cortlandt 1154-5.

FINANCIAL MARKET

Stocks Strong and Dull—Money Rates, 2¼@3 Per Cent.

TRADING IN SMALL VOLUME

Grain Markets In Further Recessions and Cotton Heavy—Ore Trade Curtailment—Money Still Easing.

In the forenoon session of yesterday's stock market substantial price advances were scored by practically all the active issues of the trading, following a very irregular opening. In some of the more prominent stocks gains ran to 2 points or so as compared with Saturday's closing level, and the genuinely strong trend of the market as a whole, together with the heaviness on the Cotton Exchange and the weakness in both corn and wheat, led to a more cheerful feeling in Wall Street. As was also the case last week, this improvement in sentiment signally failed to promote any widespread buying of stocks. From the noon hour on the volume of business steadily decreased, and as the dealings fell off prices declined, although at the end of the day they still retained considerable fractions and in some cases a full point or more of the morning advances. The encouragement derived from the continuously favorable circumstances surrounding the progress of the crops toward maturity continues to be tempered by the uncertainties which exist in the Washington situation. The Railroad bill is still in conference and the outcome, therefore, in certain essential features of the measure still in doubt, but beyond all this there is found, particularly in railroad and banking circles, a confusion of opinion as to the position into which the railroads have been forced as a result of the recent conflict with the Administration and the certainty that in one way or another the powers of the Inter-State Commerce Commission hereafter will be very much more extensive in respect to rates. The investment situation is naturally affected, and this at a time when conditions are in other respects rather unsatisfactory. Yesterday, for example, the underwriters of the recent issue of Atchison convertible bonds were called upon to pay in 25 per cent. of their subscription, and it is understood that eventually a large amount of money will be called up owing to the failure of the road's stockholders to subscribe to any extent to the offering. The cotton market was directly concerned with an item of the day's news which also possesses interest in its bearing on the industrial situation, namely, the announcement of the curtailment of output by the Knight cotton mills of Providence, which will close down hereafter two days of each week, a move which in connection with the similar announcement by the Borden Mills of Fall River means restricted employment for thousands of employes of these concerns.

In response to the favorable showing of the banks in their statement of Saturday the money market opened the week with increasing ease. During the day rates for call money went as low as 2¼ per cent. and fractional declines were noted in some maturities in time money. The Bank of England secured the bulk of the South African gold arriving in London, and money also eased in that market although in Paris discounts were up a trifle.

MONEY AND EXCHANGE.

Money on call on Stock Exchange collateral loaned at 2¼@3 per cent., with the last loan at 2¾ per cent. Most of the day's loans were made at 2½ per cent.

Time money rate, 3@3¼ per cent. for sixty days, 3¼@3½ per cent. for ninety days, 3½ per cent. for four, 3⅝@4 per cent. for five months, and 4@4¼ per cent. for six months.

Mercantile paper rates, 4½@5 per cent. for sixty to ninety days' indorsed bills receivable, 4¾@5 per cent. for choice four to six months' single names, and 5@5½ per cent. for others.

Private discount rates at foreign centres: London, 2⅝ per cent., unchanged; Paris, 2⅜ per cent., unchanged; Berlin, 3½ per cent., up ⅛ per cent.

New York Clearing House statement: Exchanges, $191,498,336; balances, $9,638,789; Sub-Treasury debit balance, $590,781. The local banks have gained $1,112,000 on their Sub-Treasury operations since Friday.

Sterling exchange was steady, with demand quoted at $4.8675@$4.8680, sixty days at $4.8525@$4.8435, and cables at $4.8705@$4.8715.

Continental bills were quoted as follows: Francs, 5.18⅜@5.18⅝ less 3-64 for cables, 5.18⅛ less 1-64@5.18⅜ plus 1-32 for sight, and 5.21⅛@5.20⅝ for sixty days; reichsmarks, 95 1-16@95⅛ plus 1-32 for cables, 95 plus 1-64@95 1-16 for sight, and 94⅝@94⅞ for sixty days.

Exchange on New York at Boston was par @5c discount; Chicago, 20c discount; St. Louis, 10c premium; New Orleans, commercial, 25c discount; bank, 90c premium; San Francisco, 60c premium; St. Louis, 75c premium; Savannah, buying, 75c discount; selling, 75c premium; Montreal, par.

SILVER QUOTATIONS.

Bar silver was unchanged in London, at 24 9-16d per ounce, and unchanged in New York, at 53¼c per ounce. Mexican dollars unchanged at 44@48c.

CALENDAR FOR TO-DAY.

BOOKS CLOSE.

American Chicle Co. for dividend on common.
Capitol Traction Co. of Washington, D. C., for dividend.
Chicago, Indianapolis & Louisville Railway for dividend on common and preferred.
United Traction and Electric Co. of Providence for dividend.

DIVIDEND PAYABLE.

E. I. Du Pont de Nemours Powder Co. on common.

ANNUAL MEETINGS.

Farmers' Loan and Trust Co.
New York and Florida Lumber Co.

SHORT TERM NOTES.

Interest to be added.

	Bid.	Asked.
Am. Cigar "A" 4s, March 15, 1911	98⅜	99¼
Am. Cigar "B" 4s, March 15, 1912	97	98
Baltimore & Ohio 4½s, June, 1913	98⅜	98⅞
Bethlehem Steel Co. 6s, Nov., 1914	97½	98⅞
Chicago & Alton 3s, March 15, 1913	98⅜	99
C., C., C. & St. L. 5s, June, 1911	100⅜	99¾
Interborough 6s, May, 1911	100⅜	100⅜
Kan. City Ry. & Lt. 6s, Sept., 1912	101¼	102
Minn. & St. Louis 5s, Feb., 1911	97⅜	98½
St. Louis & San F. 5s, March, 1913	99	99⅜
Southern Ry. 5s, Feb., 1913	98	98⅜
Tidewater Co. 6s, June, 1913	98¼	98⅝
Western T. & T. 5s, Feb. 1, 1912	99¾	101½
Westingh. E. & Mfg. 6s, Aug., 1910	100	100⅜

NEW YORK CITY BONDS.

	Yesterday. Bid.	Asked.	Saturday. Bid.	Asked.
4s, May, '60, f'chg	99	99½	99	99½
4s, Nov., '58, f'chg	99	99½	99	99½
4½s, May, '57, f'chg	106⅜	106⅞	106⅜	106⅞
4½s, Nov., '57, f'chg	106⅜	106⅞	106⅜	106⅞
4½s, May, '57, f'chg	102	102½	102	102½
4½s, Nov., '57, f'chg	102	102½	102	102½
4s, May, '57, f'chg	99	99½	99	99½
4s, May, '59, f'chg	99	99½	99	99½
4½s, Mar., '60, w. i.	100⅝	101⅜	100⅝	101⅜
4s, Nov., '60, reg	98	98⅝	98	98⅛
3½s, Nov., '55, f'chg	87½	88	87½	88
3½s, May, '54, coup	87½	88⅜	87½	88⅜
3½s, Nov., '54, reg	86⅝	87½	86⅝	87½
*6s, Nov., '10, rev	101½	102⅛	101⅜	102⅛
*Coupon or registered.				

The Treasury Statement.

Special to The New York Times.

WASHINGTON, June 13.—The Treasury statement, issued to-day, gives receipts and expenditures for yesterday as follows:

	June 11.	Month.	Fiscal Year.
Rec., customs	$1,433,810	$10,695,644	$318,820,610
Int. revenue	1,744,997	9,820,244	252,238,372
Miscellaneous	132,043	3,311,031	47,460,961
Corp. tax	112,940	455,564	1,152,270
Total receipts	3,423,768	24,282,486	616,676,243
Expenditures	4,503,812	22,715,357	628,384,223
Surplus	*1,080,044	1,567,128	*11,707,981
*Deficiency.			

NEW YORK STOCK EXCHANGE—Monday.

Total sales June 13, 1910 349,741
From Jan. 1, 1910 89,693,121
Corresponding period last year 90,030,230

Closing Bid.	Closing Ask.	Sales.		First.	High.	Low.	Last.	Net Change.
63⅛	63¼	43,000	Amalgamated Cop	62	63⅝	61⅞	63¼	+ ⅜
95	101½	700	Am. Agricul. Chem. pf	102	102	102	102	+2
33⅝	34⅛	800	Am. Beet Sugar	33¾	34½	33¾	34⅛	+ ⅜
9	9¼	100	Am. Can	9⅜	9½	9⅜	9⅜	...
54½	54⅝	1,000	Am. Car & Foundry	53⅞	54⅝	53⅞	54⅝	+1
61⅛	62¼	500	Am. Cotton Oil	62	62	62	62	+ ⅛
23⅞	23⅞	100	Am. Ice Securities	23	23	23	23	+ ⅛
12	13	100	Am. Linseed	12⅝	12¾	12⅝	12⅝	+ ⅛
31⅞	33½	200	Am. Linseed pf	32⅝	33	32⅝	33	+ ⅜
42	43	900	Am. Locomotive	42¾	43	42¾	43	+1
102½	107¾	50	Am. Locomotive pf	103½	105½	103½	105½	+2
73½	73½	6,300	Am. Smelt. & Ref	74¾	75¾	74	75⅝	+ ⅞
103	103¼	200	Am. Smelt. & Ref. pf	103	103	103	103	...
117	119	800	Am. Sugar Refining	116	117½	116	117	+1
134¾	134⅞	900	Am. Tel. & Tel	134¼	135⅛	134½	134⅞	+ ⅛
32	33	700	Am. Woolen	32¾	33	32⅝	32⅝	+ ⅛
99	99¼	700	Am. Woolen pf	98⅜	99	98¾	99	+ ⅞
40	40¼	500	Anaconda Cop. Min	39⅝	40	39⅝	40	+ ⅞
...	51	100	Associated Oil	51	51	51	51	+1
104⅝	104½	5,772	Atch., Top. & S. F	103¾	104⅞	103¾	104⅝	−1⅛
101¾	102	400	Atch., Top. & S. F. pf	101¾	102	101¾	102	+ ⅛
120	121	950	Atlantic Coast Line	120	120¾	120	120¾	+ ⅛
111½	112	2,000	Baltimore & Ohio	111½	112	111½	112	+1
...	...	5	Bank of Commerce	215	215	215	215	+ ⅜
77½	77¾	3,150	Brooklyn Rapid Tran	76¾	77¾	76¾	77¾	+ ⅝
140	142	400	Brooklyn Union Gas	140	140	140	140	...
27⅜	29¾	100	Butterick Co	28	28	28	28	+1
193½	193¾	1,400	Canadian Pacific	195	195⅞	195	195¾	+1⅞
37	37⅝	443	Central Leather Co	37	37¾	37	37	+ ⅛
80½	80¾	7,120	Chesapeake & Ohio	79	80¾	79	80¼	+ ⅛
31¾	33¾	200	Chicago & Alton	34⅞	34⅞	31	31	−4¼
47½	48	100	Chi. Gt. West. pf	47	47	47	47	...
126⅝	128½	9,100	Chi., Mil. & St. Paul	125	126⅞	125	126¼	−1⅝
144½	145¼	700	Chi. & Northwestern	145	145¼	145	145¼	+ ⅛
34½	35	800	Colorado Fuel & Iron	34	34¾	34	34½	−1½
56½	57¼	300	Colorado & Southern	57	57	56⅞	56⅞	−1⅛
134½	135	3,300	Consolidated Gas	133¼	135⅞	133¼	135⅝	+2⅞
15	15¼	200	Corn Products Ref	15	15	15	15	...
75	77½	100	Corn Prod. Ref. pf	76	76	76	76	+ ⅛
34¼	34⅝	650	Denver & Rio Grande	34	34½	34	34½	+ ⅝
79	80	50	Den. & Rio Grande pf	79½	79½	79½	79½	+1
29¼	29⅞	300	Distillers' Securities	29½	29¾	29¼	29⅝	+ ⅛
26	26½	200	Erie	26	26¼	26	26	+ ⅛
44	44½	10	Erie 1st pf	44	44	44	44	...
91½	96	36	Fourth Nat. Bank	186	187	186	187	+ ⅝
144	145	400	General Chemical	95	95	95	95	...
130½	130⅞	1,825	General Electric	143½	144¼	143¼	144½	+1
18⅝	19	300	Great Northern pf	129	131	129	130⅝	+ ⅝
51	51¼	600	Interborough-Met	19	19	18⅞	18⅞	...
97⅝	98	1,000	Interborough-Met. pf	50¾	51¼	50⅝	51	+ ⅛
11	12	200	Int. Harvester	98½	98¼	97⅛	97⅞	+ ⅛
45½	46	400	Int. Paper	11¼	11¼	11	11¼	+ ⅛
18½	19	300	Int. Steam Pump	46⅛	46⅛	45½	45½	+ ⅛
34½	35	200	Iowa Central	19	19	18⅝	18⅝	...
31⅞	32½	200	Iowa Central pf	35	35¼	35	35	+ ⅛
101½	101⅝	2,200	Kansas City South	31¾	31¾	31¾	31¾	+ ⅛
144	145	2,100	Laclede Gas	101¾	101¾	101½	101½	+ ⅛
88	89	100	Louisville & Nash	142¾	142¾	142¾	145	+ ⅛
5	5¼	125	Mackay Cos	88	88	88	88	...
136⅝	137½	580	Mercantile Marine	5¼	5¼	5¼	5¼	+ ⅛
88½	88⅝	1,200	Minn., St. P. & S.S.M	136¾	138⅜	136¾	137	+ ⅛
66¼	66½	550	Missouri Pacific	38¼	38¾	38¼	38⅝	+ ⅛
106¼	106⅞	100	Nat. Biscuit Co	66¼	66½	66¼	66½	+ ⅛
73	73¼	100	Nat. Lead Co	107	107	107	107	...
107⅛	107½	100	Nat. Lead Co. pf	73	73	73	73	...
26¾	27	100	N. Rys. of Mex. 2d pf	107¼	107¼	107¼	107¼	+ ⅛
19	19¼	2,500	Nevada Con. Copper	27	27	27	27	...
62	63	150	N. Y. Air Brake	19	19½	19	19	...
113¾	116⅛	8,200	N. Y. Central	62¾	62¾	62¾	62¾	+ ⅛
65	65½	500	N. Y., Chi. & St. L	115	116¼	115	116	+ ⅝
43¼	43⅞	400	N. Y., Ont. & West	64⅞	66	64⅞	66	+ ⅝
99⅝	100	1,500	Norfolk & Western	43¾	44	43¾	44	+ ⅛
69⅝	69⅞	200	North American	99⅝	100	99¾	100	+ ⅛
124¾	125¾	3,100	Northern Pacific	69	69½	69	69½	+ ⅛
24	24⅜	200	Pacific Mail	124	125¼	123⅞	125	+ ⅛
131¼	131⅞	4,540	Pennsylvania R. R	25	25	25	25	...
105¾	107	200	People's Gas, Chi	130¾	131½	130⅞	131⅜	+ ⅛
159	160	25	Pullman Company	105⅝	105⅞	105¾	105¾	+ ⅛
2½	5	700	Quicksilver pf	160	160	160	160	...
152¾	152⅝	71,000	Reading	4	4	4	4	...
30¼	30⅜	200	Rep. Iron & Steel	151¾	153¾	150¾	152⅜	+ ⅝
95	95¼	400	Rep. Iron & Steel pf	30¼	30⅞	30¼	30⅝	+ ⅛
40⅜	40¼	4,600	Rock Island Co	94½	95	94½	95	+ ⅛
85¼	85½	800	Rock Island Co. pf	38¾	40¾	38¾	40¼	+ ⅝
25	30	50	Rutland pf	84	85¼	84	85¼	+ ⅛
...	...	300	St. Jo. & Grand Island	28	28	28	28	...
61	66	100	St. L. & S. F. 1st pf	18	18	18	18	...
44	44½	5,420	St. L. & S. F. 2d pf	60¼	60½	60¼	60¼	...
73¼	74	100	St. L. Southwest'n pf	40	44	40	44	+2½
120¼	121	11,600	Southern Pacific	73¾	73¾	73¾	73⅝	+1½
23¼	23⅝	200	Southern R'way pf	119¾	121½	119¾	120⅞	+ ⅝
59	59½	100	Southern R'way ext	25¼	25¼	25¼	25¼	+ ⅛
29½	30	110	Texas & Pacific	59½	59½	59½	59½	+ ⅛
110¼	110⅝	41,900	Twin City R. Transit	29¾	29¾	29¾	29¾	+ ⅛
170⅜	170¾	900	Union Pacific	109½	109½	109¼	109½	+ ⅛
92½	93	700	Union Pacific pf	169¾	171¾	169¾	170⅝	+ ⅛
101½	102	100	United Dry Goods	92	92¾	92	92¾	+ ⅛
20	22	100	U. S. Cast Iron Pipe	105	105	101	101½	+1
66	72	210	U. S. Cast I. Pipe pf	20	20	20	20	−3½
72	73	200	U. S. Realty & Imp	68	68	68	68	...
108¾	109½	77,400	U. S. Rubber 1st pf	78	78	72½	72½	+1
77¾	77¾	2,300	U. S. Steel	108¾	109	108¾	109	−1¼
115⅝	115⅞	1,610	U. S. Steel pf	76¼	78¼	76¼	76¾	+1⅜
43	43¾	2,200	Utah Copper	115¼	116¼	115	115¼	+1
59½	60	300	Va.-Caro. Chemical	43	43¾	42¾	43¾	...
18⅝	19	2,000	Wabash	59½	60¼	59¼	59⅝	+ ⅝
42¾	42¾	230	Wabash pf	19	19	18⅝	18⅞	+ ⅛
160	165	300	Wells Fargo Express	42	42¾	42	42¾	+ ⅛
44½	44½	100	Western Maryland	160½	162½	160½	162½	+2½
63	63⅜		Western Union Tel	44¼	44¾	44¼	44¾	+ ⅛
5	5¼		Wheel. & L. E. 2d pf	62½	63	62½	63	+1
				5¼	5¼	5¼	5¼	+ ⅛

55,110

BID AND ASKED QUOTATIONS.

Closing quotations for Government bonds and stocks in which there were no transactions:

	Bid.	Asked.
2s, r., 1930	100⅜	101⅛
2s, c., 1930	100⅜	
3s, r., 1918	101⅜	102⅜
3s, c., 1918	101⅜	102⅜
4s, r., 1925	114	115⅜
4s, c., 1925	114½	
Pan. 2s, r., 1936	100⅜	101
Pan. 2s, c., 1936	100⅜	101
Philip'ne 4s	100½	...
Adams Exp.	250	...
Allis-Chalm. pf.	88	91½
Allis-Chalm. pf.	29	32
Am. Ag. C. pf.	42	44
Am. B. S. pf.	91	93
Am. B. S. & F. pf.	90½	91½
Am. C. pf.	124½	125½
Am. C. pf.	71	72
Am. C. & F. pf.	112½	115
Am. Coal	75	150
Am. D. Tel.	45	30
Am. Exp.	240	250
A. H. & L. pf.	84	84½
Am. Malt	5⅜	6
Am. M. pf.	83½	85
Am. S. pf.	...	...
Am. Snuff.	285	310
Am. Sm. pf.	99	101
Am. Sug. R. pf.	52	54
Am. T. & C.	71	75
Am. Tob. pf.	96	97
Ann Arbor	28	30
Ann A. pf.	65	72
B. & O. pf.	88	90
Batopilas	2⅜	2½
Beth. Steel	24	26½
Beth. S. pf.	25	30
Bruns. Ter.	9¼	10½
B., R. & P.	95	100
B., R. & P. pf.	124	130
B. & S. pf.	33	38
Canada So.	64	71
Cent. L. pf.	105	107
C. R. R. of N. J.	275	290
C. & S. A. Tel.	...	118
C. & A. pf.	...	67
C. B. & Q.	200	...
C. & E. Ill. pf.	...	118
C., I. & L. pf.	60	80
C., M. & St. P. pf.	150	152
C. & N. W.	203	210
Chi. St. P., M. & Om.	140	150
Chi. St. P., M. & Om. pf.	145	160
Chi. Un. T. pf. cts.	3	4
Chi. Un. T. pf. cts. st.	8	10
C., C., C. & St. L.	75	80
C., C., C. & St. L. pf.	99	110
Cleve. & P.	171	...
Col. F. & I. pf.	111¾	116½
Col. & So. 1st pf.	76	78
Col. & So. 2d pf.	73	78
Col. & Hock. Coal & I.	58	65
Crex Carpet	50	63
Del. & H.	164	166
D., L. & W.	540	600
D., M. & Ft. Dodge	5	15
Det. U. R.	51	60
D., S. S. & A. pf.	11½	14
D., S. S. & A. pf.	23½	27
Dul. Sup. T.	69	73
Dul. Sup. T. pf.	...	71
Erie 2d pf.	32	33
Ev. & T. H.	50	55
Ev. & T. H. pf.	75	85
F. M. & S.	25	35
F. M. & S. pf.	61	71
Fed. Sugar	40	60
Fed. Sugar pf.	90	100
Gen. C. Co. pf.	101	103
Granby Con.	85	100
Gt. N. Ore ctfs.	58½	59¾
Hav. E. R.	94	95½
Hav. E. R. pf.	94	97
Hock. Val.	119	121
Hock. V. pf.	98	100
Homestake	80½	89
Ill. Central	132	135
Inger-Rand	93	...
Inger-R. pf., ex div.	97	...
Int. H. pf.	120	121½
Int. P. pf.	50	52
Int. St. P. pf.	82	86
Kan. C., Ft. S. & Mem. pf.	70	75
Kan. C. So. pf.	64	65
K. & D. M.	6	9
K. & D. M. pf.	30	50
Kn. I., Chi., pf.	67	71
Lack. Steel	41	45
Lacl. G. pf.	90	100
L. E. & W.	16	17½
L. E. & W. pf.	45	52
Long Island	63	67
Mackay Cos. pf.	74½	76
Man. C.	R. 320	...
Man. Beach	3	5
Man. Elev.	120	136
Md. C. pf.	50	90
Mer. Marine pf.	17¾	18
Mich. Cent.	180	180
M. & St. L.	28	31⅞
M. & St. L. pf.	58	68½
M., St. P. & S. S. M. leased line	87¾	89½
M., St. P. & S. S. M. pf.	146	151
Mo., K. & T. pf.	67	68½
N. C. & St. L.	120	130
Nat. B. pf.	121	125
Nat. Enam.	17	20
Nat. En. pf.	84	100
Nat. R. of M. 1st pf.	64	68
N. Y. Cent. C.	30	60
N. Y. C. & St. L. 1st	100	110
N. Y. C. & St. L. 2d pf.	85	90
N. Y. D. Co.	29	88
N. Y. N. H. & H.	153	154
N. & W. pf.	83	93
Nor. Cent.	200	...
Ont. Mining	2	2¼
Pac. Coast.	104	108
Peo. C. 1st pf.	53	110
Peo. C. 2d pf.	101	114
Pac. Tel. & Tel.	82½	84½
Pac. Tel. & Tel. pf.	90	100
Peo. & E.	20	25
Pere Marq.	27	33
Pere M. 1st pf.	32	60
Pere M. 2d pf.	34	45
Phila. Co.	93	97
P., C. C. & St. L.	97¾	98⅝
P., C. C. & St. L. pf.	110	116
Pitts. Coal	18	19
Pitts. Coal pf.	64	67
P., Ft. W. & C.	160½	...
Pr. St. C.	94½	83½
Pr. St. Car pf.	94	98
Quicksilver	2½	3
Ry. St. Sp.	83	86
Ry. St. Sp. pf.	99	101
Rdg. 1st pf.	90½	91
Rdg. 2d pf.	95	99
Reps. & S.	100	...
R., W. & O.	120	122
St. L. & S. F. C. & I. ctfs.	...	180
St. L. & S. F. C. & I. new ctfs.	50	70
St. L. & S. F., C. & I. pf. ctfs.	...	113
St. L. S. W.	29½	30½
Sears-Roeb.	...	130
Sears-R. pf.	...	120½
S.-S. S. & I.	68	69
So. P. R. S.	83	...
So. P. R. S. pf.	100	...
So. Ry., M. & O. ctfs.	63	85
Tenn. Cop.	24¼	25½
Texas Cent.	60	...
Texas Cent. pf.	80	90
T. P. L. Tr.	89	90
Third Av.	31¾	35½
T. P. & W.	17	...
T. P. & L.	8½	9½
Tol., St. L. & W.	23	25½
Tol., St. L. & W. pf.	...	58
U. B. & P.	7	8
U. B. & P. pf.	37	60
Un. Cig. M. pf.	104	108
Un. Dry G. pf.	104	105
U. S. Exp.	100	105
U. S. R. & Imp't	72	73
U. S. R. & Ref.	4½	6
U. S. R. & R. pf.	13	20
U. S. Rub.	38¾	39
U. S. Rub. 2d pf.	73	78
Vand. R. R.	75	...
Va.-Car. C. Co. pf.	120	124
Va. I., C. & Coke	...	60
Vulcan. Det.	13	20
Vulcan. Det. pf.	60	70
West. Md. pf.	67	69
Westingh'se assenting	60	61
Westingh'se 1st pf.	108	125
W. & L. E.	4	4½
W. & L. E. 1st pf.	8½	10
Wis. Cent.	49	51

4,900

BOND.

$2,000. Comstock 4s 19 19¼ 19 19¼

MINING STOCKS.

500.	Andes	.18	.18	.13	.18
500.	Atlanta	.12	.12	.12	.12
600.	Comstock	.27	.28	.27	.28
400.	Goldfield Con.	8.65	8.67½	8.65	8.67½
400.	Hale & Nor.	.33	.34	.33	.34
1,000.	Jim Butler	28¼	28¼	28¼	28½
800.	Mexican	1.05	1.08	1.05	1.06
500.	Montana	.08	.08	.08	.08
500.	Oro	.08	.08	.08	.08
100.	Tonopah Min.	8.85	8.85	8.85	8.85
800.	Tonopah Ext.	.90	.90	.90	.90

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50 Federal Sugar Pfd.
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TOPICS OF WALL STREET.

Air Flight Halts the Market.

Trading between 1 and 2, the hours when the watching crowds at the Battery and on the roofs of the financial district were thickest, dropped to 23,500 shares. The bulletins coming in over the tickers telling of Hamilton's rapid return after his swoop down to Philadelphia made the market seem a dull place. The items coming over the wires from point to point along the route made it seem certain that the aviator would appear on schedule time, and there was a great hurrying to points of vantage.

***

Making Public Opinion.

The suggestion was advanced in Wall Street a short time ago that action on the part of the business interests of the country was needed to gain public opinion in favor of the proposed increase of railroad rates. It was planned to form in each State business men's committees of one hundred, which would formulate public appeals in favor of liberal treatment for the railroads, or fair treatment, as some of those who joined in the suggestion put it. It was the purpose to have this movement headed by a man widely known, and to make it what it purported to be—a business men's move in deprecation of the so-called over-regulation of the railroads. Shortly after the plan was suggested the Washington compromise in respect to railroad rate increases was arrived at, and the movement for the formation of these committees of one hundred was no longer regarded as so necessary, and the plan has now, so far as is known in Wall Street, been definitely dropped.

***

Wall Street's Childish View.

Incidentally the proposal of this plan has called forth from some men well known in Wall Street their views of the estimates which Wall Street, as a whole, customarily forms regarding public opinion. "The majority of Wall Street men," said the head of one large institution yesterday, "are infantile in their estimates of public opinion and of the means by which it can be swayed. I have been struck by this fact ever since I have myself been in Wall Street. In the eyes of many all that is necessary to change public opinion on any matter is to draw up a set of resolutions signed by a sufficiently large number of men whose names are well known in the world of finance. It not infrequently happens, it seems to me, that the very moves by which Wall Street expects to change public sentiment around to the Wall Street way of looking at things have directly the opposite effect."

***

United Dry Goods Declines.

Misapprehension of news from Chicago yesterday of a cut of from 5 to 30 per cent. in dry goods and general merchandise prices by Marshall Field & Co., together with curtailment in the cotton mills, influenced the prices of United Dry Goods, which closed with a net loss of 3¾. United Dry Goods, which is usually inactive, sold down to 101, and after transactions of 600 closed at 101½. It turned out that the cut in Chicago prices was no more than the usual proceeding before the firm's semi-annual inventory, and is a recognized event. It was further explained in dispatches that dry goods business in that city had, in fact, greatly improved. The newest curtailment announced among the New England cotton spinners is that of B. B. & R. Knight, who have ordered a shutdown two days a week in all their mills in Rhode Island and Massachusetts. Its orders affect 6,000 wage earners. The Knight mills, of which there are more than a dozen, produce the higher grades of cotton, and it is believed that their example will spread. Print mills in Fall River have already cut production one-half.

FAVORS BILL OF LADING BILL.

Chamber of Commerce Indorses Report of Its Special Committee.

A resolution urging the immediate passage of the Stevens bill relating to bills of lading, now before Congress, was presented to the Executive Committee of the Chamber of Commerce yesterday and accepted. The resolution embodied the conclusions of the special committee on bills of lading appointed by the Chamber after the discovery recently of wholesale frauds in cotton bills. It reads:

Resolved, That the Chamber of Commerce of the State of New York urges upon the Congress of the United States the immediate enactment of Stevens Bill H. R. 25,335, relating to bills of lading, holding that such a law is necessary for the orderly conduct of business and the movement of the great crops of the country, and is fundamental to the prevention of fraud.

In its report the committee adds that it will continue the study of the problems involved and in co-operation with railroads and bankers will seek a practical method of reducing frauds.

FRENCH COMPANY PAYS MORE.

Organized to Sell American Securities in France—Its Dividend Up.

The Société Financière Franco-Américaine, which was organized five years ago by Speyer & Co. to promote the flotation of American securities in France, has declared a dividend at the rate of 6 per cent. for the past year compared with a dividend of 5 per cent. for the previous year.

The dividend will be payable in New York on June 15, and after deducting the French tax amounts to 72 francs per share. The net profits for 1909, according to the preliminary report of the company, were 1,880,000 francs. After the deduction of all charges and of the dividend there was shown a surplus of about 800,000, which increases the total surplus, exclusive of the statutory reserve, to 1,680,000 francs.

FINANCIAL NOTES.

The Assets Realization Company has acquired from J. Denniston Lyon, receiver, all of the assets of the Iron City Trust Company of Pittsburg, Penn., the purchase price being $325,000.

Lawrence L. Gillespie, Vice President of the Equitable Trust Company of New York, has been elected a Trustee of the Greenwich Savings Bank.

An initial dividend of 2 per cent. was declared yesterday on the common stock of the Bush Terminal Company. The period to which the disbursement applies is not given, but it is the general understanding that it may be considered a semi-annual dividend. It is payable July 1 to stockholders of record June 15.

CHICAGO STOCK MARKET.

Special to The New York Times.

CHICAGO, June 13.—The local stock market did not present much in the way of feature or activity to-day. Boxboard weakened on moderate offerings, but the leading issues were generally firm. There were no developments to stimulate a demand for any particular issue.

STOCKS.

Sales.		High.	Low.	Last.
100	American Can	91¼	91¼	91¼
95	American Can pf	71	71	71
50	Am. Telephone	134⅜	134⅜	134⅜
1	Booth Fisheries pf	61	61	61
150	Chicago Pneu. T	39¼	39¼	39¼
63	Chi. Rys., Ser 2	18½	18½	18½
28	Chicago Telephone	119	119	119
20	Chicago T. & Tr	148	148	148
135	Com. Edison	114½	114¼	114½
50	Corn Product pf	15	15	15
10	Diamond Match	98½	98½	98½
100	Illinois Brick	75½	75½	75½
100	McCrum-Howell	55½	55½	55½
40	National Biscuit	106	106	106
35	National Biscuit pf	122	122	122
35	National Carbon	114¼	114¼	114¼
75	People's Gas	106	106	106
22	Quaker Oats rts	8½	8½	8½
27	Sears-Roebuck	155	155	155
426	Swift & Co	104½	104½	104½
1,050	United Boxboard	6½	6½	6½
50	U. S. Steel	77¾	77¾	77¾

BONDS.

$2,000	Chicago City Ry. 8s	101⅜	101⅜	101⅜
5,000	Chi. Ry. 1st 5s	98¾	98¾	98¾
4,000	Met. ext. 4s	78	78	78
1,000	Met. gold 4s	81¼	81¼	81¼
5,000	Met. gold 4s	81½	81½	81½
2,000	Northwn. El. 4s	84	84	84

THE EUROPEAN MARKETS.

Happenings of a Day in London, Paris, and Berlin.

LONDON, June 13.—Money was plentiful and in moderate demand to-day. Discount rates were quiet.

The Bank of England obtained the bulk of the $3,000,000 South African gold available.

Trading on the Stock Exchange was dull and undecided, with a sharp fall in Rio Tintos, under Paris selling, the feature. British securities lacked support and drooped, and foreign shares and Kaffirs were barely maintained. The general tone at the close, however, was firmer.

American securities opened quiet and a fraction higher. Later the market improved on light support, and at noon was from ⅛ to ¾ above parity. In the afternoon the leading shares further improved on moderate buying, and the market closed steady.

Bar silver steady, 24 9-16d per ounce.

Money, 2½@2¾ per cent.

The rate of discount in the open market for short bills is 2¾ per cent.

The rate of discount in the open market for three months' bills is 2⅝@2 11-16 per cent.

Gold premiums are quoted as follows: At Madrid, 7.05; at Lisbon, 10.25.

Bullion amounting to £22,000 was taken into the Bank of England to-day and £5,000 was withdrawn for shipment to Batavia.

PARIS, June 13.—The weakness in copper shares caused a downward movement on the Bourse to-day.

Three per cent. rentes, 98 francs 92½ centimes for the account.

Exchange on London, 25 francs 20½ centimes for checks.

BERLIN, June 13.—Trading was quiet and prices were lower on the Boerse to-day.

Exchange on London, 20 marks 49 pfennigs for checks.

Money, 2½ per cent.

Private discount rate, 3¼ per cent.

LONDON CLOSING QUOTATIONS.

	London.	N. Y. Equiv.	N. Y. Close.	Net Ch'ge.
Consols money	81 15-16	..	..	— 3-16
Consols account	82 1-16	..	..	—3 1-16
Anaconda	8	38¾	39	— ¼
Atchison	107	104¼	103⅝	+ ⅝
Can. Pacific	201	195⅞	194	+ 1⅞
St. Paul	129½	126	125¼	+ ⅞
Erie	26⅝	26	25⅝	+ ⅜
Erie 1st pf	45	43¾	43¾	.. ..
Illinois Cent	136	132½	142	+ ⅜
Louis. & Nash.	146½	142⅝	142	+ ¾
N. Y. Central	118½	115½	115¼	+ ¼
Pennsylvania	67½	131½	130⅝	+ ⅞
Reading	78	151⅞	151	+ ⅞
So. Pacific	122¼ex	120⅜	120¼	+ ⅛
Union Pacific	175⅞	171¼	169⅞	+ 1⅝
U. S. Steel	79¾	77⅞	78⅜	+ ⅝
U. S. Steel pf	118⅜	115¾	115½	+ ¼

American Mining Stocks in London.

	£ s. d.		£ s. d.
Camp Bird	1 8 0	Esperanza	2 16 3
Tomboy	1 0 0	Dolores	1 10 0
El Oro	1 7 6	Stratton's Ind.	0 3 3

RAILROAD EARNINGS.

	1910.	1909.	Increase.
ALABAMA GREAT SOUTHERN—			
1st week June	$80,924	$62,185	$18,739
July 1-June 7	3,920,173	3,329,095	600,078
CENTRAL OF GEORGIA—			
1st week June	190,700	183,100	7,600
July 1-June 7	11,370,500	10,588,700	781,800
CHICAGO & ALTON—			
1st week June	241,644	230,179	11,465
July 1-June 7	12,492,205	11,797,998	694,209
CINCINNATI, NEW ORLEANS & TEXAS PACIFIC—			
1st week June	182,649	158,393	24,256
July 1-June 7	8,462,054	7,311,706	1,150,348
COLORADO & SOUTHERN—			
1st week June	280,254	260,653	19,601
July 1-June 7	5,613,733	4,201,797	1,411,936
DETROIT & MACKINAC—			
1st week June	24,105	19,853	4,252
July 1-June 7	1,072,428	1,006,046	66,381
INTERNATIONAL & GREAT NORTHERN—			
1st week June	128,000	128,000	*1,000
July 1-June 7	7,827,781	7,648,602	179,179
INTEROCEANIC OF MEXICO—			
1st week June	142,686	148,647	*5,961
July 1-June 7	7,228,681	6,844,393	384,288
IOWA CENTRAL—			
1st week June	61,842	55,865	5,977
July 1-June 8	3,154,296	2,827,196	327,100
MEXICAN INTERNATIONAL—			
1st week June	173,190	141,968	31,222
July 1-June 7	8,239,302	6,228,207	2,011,095
MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE—			
1st week June	457,256	345,825	111,431
July 1-June 7	22,478,981	18,663,563	3,815,418
MINNEAPOLIS & ST. LOUIS—			
1st week June	92,960	77,961	15,029
July 1-June 7	4,587,624	3,897,183	690,441
NATIONAL RAILWAYS OF MEXICO—			
1st week June	1,097,940	1,021,013	76,927
Jan. 1-June 7	48,144,118	45,495,094	2,649,024
ST. LOUIS SOUTHWESTERN—			
1st week June	197,539	180,475	17,064
July 1-June 7	10,330,643	9,726,854	603,789
TEXAS & PACIFIC—			
1st week June	256,952	225,619	31,333
Jan. 1-June 7	6,517,564	5,847,133	670,431
TOLEDO, ST. LOUIS & WESTERN—			
1st week June	67,133	63,383	3,750
July 1-June 7	3,518,409	3,197,832	320,577
TOLEDO, PEORIA & WESTERN—			
1st week June	17,254	15,751	1,503
July 1-June 7	1,083,814	1,024,718	59,096

CHICAGO & ALTON report as filed with the Inter-State Commerce Commission for April—

Mileage	998.08	998.08	.....
Total op. rev.	945,770	947,340	*1,569
Total op. exp.	853,275	805,552	47,722
Net op. rev.	292,495	341,787	*49,291
Outside op., deb	5,592	1,568	4,024
Total net rev.	286,903	340,219	*53,316
Taxes	49,000	35,000	14,000
Op. income	237,903	305,219	*67,316
July 1 to April 30:			
Total op. rev.	11,320,094	10,601,864	718,230
Total op. exp.	7,279,456	6,314,381	965,075
Net op. rev.	4,040,638	4,287,483	*246,844
Outside op., deb.	16,407	10,378	6,029
Total net rev.	4,024,231	4,277,105	*252,873
Taxes	371,000	305,000	66,000
Op. income	3,653,231	3,972,105	*318,873

*Decrease.

Miscellaneous Earnings.

DOMINION IRON AND STEEL COMPANY, Ltd., of Montreal for the year ended May 31—

	1910.	1909.	1908.
Net earn. after exp. and rep.	2,785,591	2,634,127	.....
Sink. fd., dep., and renewal	408,101	408,292	.....
Total net profit	2,237,489	2,225,834	2,000,000
Interest	629,978	654,422	605,000
Year's surplus	*1,607,960	1,571,412	1,995,000

*Add previous surplus, $2,099,801, and amount previously received from Dominion Coal Company, Ltd., not previously taken into account, $333,790, giving total of $4,041,558. Deduct: Dividends accrued on preferred stock, in arrears and paid, $1,573,000; regular 7 per cent. preferred dividend, $350,000; reserved for preferred dividend payment, $5,330; total liabilities, $1,983,333. Profit and loss surplus, May 31, 1910, $2,058,225.

OHIO FUEL SUPPLY COMPANY for the year ended April 30—

Gross	2,928,281	2,568,968	2,308,650
Expenses	1,443,534	1,283,359	1,250,240
Net	1,484,747	1,285,609	1,748,410
Dividends	825,000	700,000	709,000
Surplus	659,747	585,609	448,410

The earnings of the Ohio Fuel Company for the ten months ended April 30, 1910, were: Gross, $661,042; expenses, $168,914; net, $492,127.

MINING STOCK QUOTATIONS.

Special to The New York Times.

SAN FRANCISCO, June 13.—The official closing quotations for mining stocks to-day were as follows:

Alpha Con	.06	Hale & Norcross	.32
Andes	.15	Justice	.10
Belcher	.60	Kentucky Con	.15
Bullion	.15	Mexican	1.10
Caledonia	.48	Occidental Con	.32
Challenge Con	.19	Ophir	.89
Chollar	.13	Overman	.10
Confidence	.75	Savage	.26
Con. Cal. & Va	.91	Sag Belcher	.21
Con. Imperial	.04	Sierra Nevada	.18
Crown Point	.20	Union Con	.33
Gould & Curry	.20	Utah Con	.07

Silver bars, 53¼; Mexican dollars, 45@46; drafts, sight, 46@5 per cent. premium; telegraph, 6@7½ per cent. premium.

TONOPAH.		GOLDFIELD.	
Belmont	3.80	Atlanta	.11
Jim Butler	.28	Blue Bell	.01
McNamara	.27	Combination Fract.	.43
Midway	.27	Crackerjack	.91
Montana	.96	Daisy	.06
North Star	.07	Goldfield Con. M.	8.75
Tonopah Extension	.82	Great Bend	.03
West End	.54	Jumbo Extension	.19
BULLFROG.		Lone Star	.02
Tramps Cons	.04		

COLORADO MINING STOCKS.

Special to The New York Times.

COLORADO SPRINGS, June 13.—Following were the closing quotations on the local Exchange to-day:

	Bid.	Asked.		Bid.	Asked.
Dr. Jackpot	10	10¼	Jackpot	8	8½
Elkton	81⅞	82¼	McKinney	58½	59
El Paso	86	86⅞	Old Gold	5¼	5½
Findlay	8	10	Portland	125	135
Gold Dollar	15	18	Vindicator	98¾	99½
Isabella	19½	20	Jen. Samp.	10½	13

Investors desiring full information of the value of their holdings consult The New York Times Weekly Financial Review. The financial and monetary position authoritatively and impartially described. Accurate quotations of every bond and stock dealt in on the Exchanges and the Curb; prices of wheat, cotton, and metals; declared dividends; railroad earnings. A practical guide to Wall Street. Every Monday. Mailed to any address in the United States for One Dollar a Year. Handsome Binder to preserve the Review, One Dollar.—Adv.

BOWERY BANK DIVIDEND.

Semi-Annual Payment at Rate of 3½ Per Cent.

The Trustees of the Bowery Savings Bank declared yesterday the semi-annual dividend of earnings for the six months ended June 30 at the annual rate of 3½ per cent.

This rate for the disbursement of "dividends" on interest deposits was established last Winter after 4 per cent. had been paid for several years. It was a foregone conclusion that the 3½ per cent. rate would be continued this Summer.

THE COMMODITIES MARKETS.

The wheat market opened easier at ⅝ to ¾c decline. Sentiment was bearish, influenced by the disappointing Liverpool advices and on the favorable weather throughout the Winter wheat belt and in the Northwest. Bears sold quite heavily at the outset, but in absence of any liquidation on the decline they quickly ran to cover, with the market developing a firmer undertone and values working to above Saturday's finals. There were reports around midday of dry weather in the Northwest, and also that cold weather was retarding the development of the Canadian wheat crop. Another factor was a decrease of 1,760,000 bushels in the visible. Additional stress was laid on the damage reports, inasmuch as Northwestern houses sent buying orders for December wheat to Chicago with them. On the bulge, however, commission houses were again heavy sellers, with Armour reported as pounding the market with energy. Advices were credited to him as saying that conditions in the extreme Southwest were of a very flattering nature, and that farmers were offering new wheat freely. The cash demand was reported slow, which is only natural in view of the dullness of the flour trade, the absolute apathy on the part of foreigners toward our wheat and on the weakness in the Southwestern cash markets. Sentiment is bearish, with the best support coming from the account of shorts. The close was unsettled near the low of the day. Cash prices quoted No. 2 red Winter, $1.08 nominal, to arrive, cost, insurance, and freight; No. 2 red, spot, nominal, $1.04½ free on board, afloat, for export; No. 1 Northern Spring, $1.09 nominal; No. 2 hard Winter nominal, and No. 1 Northern, Manitoba, 98¼c.

The corn market opened easier, prices ¼ to ⅜c lower. Comission houses were good sellers early on predictions of freer country movement and on the continued favorable weather prevailing throughout the corn belt. The market steadied and recovered part of the early loss on short covering, but in the afternoon again developed weakness in sympathy with the wheat market. The close was weak, with sentiment bearish. The visible increased 613,000 bushels. Cash corn quoted No. 2, 65¾c nominal, elevator, to arrive, cost, insurance, and freight, domestic basis, and steamer, nominal, elevator export basis.

The oats market was easier with the weakness of other grains and on continued favorable crop advices. There is little disposition on the part of outsiders to take the long side of this market in view of current crop prospects. In the afternoon there was further selling, with values closing at the low point of the day and bears predominating. The visible oats decreased 717,000 bushels. Cash oats quoted natural white, 42@45c, and white clipped, 43@47½c.

The provision market opened weak on the decline in live hog prices and the freer movement of hogs. Shorts took advantage of the weakness and covered freely, with the market rallying sharply, recovering nearly all the early loss. In the afternoon values again declined in sympathy with the weakness of the grain markets. The close was unsettled, but was above the low of the day.

NEW YORK FUTURE MARKET.

Wheat—	High.	Low.	Close.	Sat. Close.
July	$1.00¼	98⅝	98¾	$1.00⅛
September	96¾	95	95⅝	96⅛
December	..	..	96	96⅝
Corn—				
July	..	..	66⅝	67⅜
September	..	..	66⅛	67⅛
December	..	..	63¼	64⅜
Lard—				
July	..	..	$12.40	12.40

Curb 2:30 P. M.—July wheat, 98½@98¾c. Puts, 97¾c. Calls, 99¼c.

CHICAGO FUTURE MARKET.

Wheat—	High.	Low.	Close.	Sat. Close.
July	93¼	91¼	91½	92⅜
September	89⅞	88⅜	88⅝	89⅛
December	89⅞	88⅜	88⅝	89⅛
May	92⅛	91¼	91⅜	91⅝

2:30-2:45 P. M.—July ups, 92¾c; downs, 90⅜c.

Corn—				
July	58	57⅜	57⅜	58¼
September	58¼	57⅛	57⅜	58⅜
December	56	55⅜	55½	56¼
May	57¾	56⅞	56⅞	57½

July ups, 57¾@58c; downs, 56¾c.

Oats—				
July	35¾	35¼	35½	36¼
September	34⅝	34¼	34½	34⅝
December	35	34½	34⅝	35¼
Lard—				
July	12.32½	12.15	12.25	12.30
September	12.25	12.10	12.20	12.25
October	....	..	11.70	..
Ribs—				
July	12.87½	12.67½	12.80	12.82½
September	12.85	12.15	12.27½	12.82½
Pork—				
July	22.40	22.00	22.35	22.80
September	21.77½	21.50	21.70	21.82½

COTTON.

The market opened quiet, with prices one point decline to two points advance. Early Liverpool advices were slightly disappointing, and the weather conditions were regarded as rather favorable. The trade advices were not particularly favorable, over night indicating further curtailing in the Fall River districts, and additional shutdowns in the South in the near future. Commission houses were heavy sellers at the outset, encouraged by the continued lack of aggressiveness on the part of leading bulls, and a decline of ten to fourteen points followed. Bears were not forcing matters, however, and at midday in absence of further pressure the market recovered close to within the previous night's finals. There were some damage reports received from sections east of the Mississippi, and commission houses were reported buying new crop cotton on the decline. The old crop options were relatively heavy in absence of demand and on reports that spreads were being undone by selling these months and buying the distant options. After midday the market was very quiet and again sagged off to near the low of the day. Sentiment continues rather mixed, and present high prices of cotton in view of the crop prospects tend to make outsiders cautious regarding entering the market, whereas their experience in the past of selling the new crop options on favorable crop advices have not been very profitable. Bull leaders were reported as doing very little in regard to the old crop months, with these months showing a rather neglected condition during the day. The last half hour the market again improved on the heavy buying of August, the list closing at the best levels of the day with the principal strength in the far options.

Southern spot markets unchanged to ⅛c decline.

New York spot cotton quiet, unchanged. Middling uplands, 15.20; middling Gulf, 15.45.

COTTON PRICES.

	High.	Low.	Close.	Sat. Close.
June	15.07	15.07	15.00@15.10	15.09
July	15.19	15.10	15.16@15.17	15.19
August	14.67	14.47	14.66@14.67	14.62
September	13.20	13.11	13.20@13.21	13.18
October	12.50	12.40	12.49@12.50	12.45
November	12.38	12.28	12.38@12.39	12.34
December	12.32	12.21	12.31@12.32	12.27
January	12.24	12.17	12.27@12.28	12.23
March	12.25	12.20	12.29@12.31	12.25

The market closed steady at three points decline to four points advance.

COFFEE.

Coffee developed a reactionary feeling, and at the close prices were not unchanged to 10 points lower, with sales of 14,750 bags. There was selling for foreign account, especially in the late positions. The European markets were also a little easier, Havre closing unchanged to ½f lower, while Hamburg was unchanged to ¼ pfennig decline. In Brazil the Rio market was firm at 150 reis advance, while Santos was 50 reis higher, and Rio exchange on London showed a decline of 1-32d, at 16⅛d. Warehouse deliveries of Brazilian coffee at United States ports last week were 70,514 bags, against 72,035 bags the previous week and 73,115 bags last year. The visible supply of Brazilian coffee in and afloat for the United States was 2,879,064 bags, against 3,389,867 bags last year and 3,402,687 bags two years ago. Firm offers from Brazil were again above a working basis. Spot coffee quiet and mostly nominal, 8¼c for Rio No. 7. Contract prices follow:

	High.	Low.	Close.	Sat. Close.
June	....	..	6.40@6.45	6.40
July	6.40	6.40	6.40@6.50	6.50
August	....	..	6.50@6.55	6.55
September	6.65	6.60	6.60@6.65	6.65
October	....	..	6.60@6.65	6.65
November	....	..	6.60@6.70	6.70
December	6.75	6.70	6.65@6.70	6.75
January	....	..	6.70@6.72	6.78
February	....	..	6.72@6.73	6.80
March	6.76	6.75	6.74@6.75	6.83
April	....	..	6.75@6.76	6.84
May	6.76	6.76	6.76@6.79	6.84

DISSOLUTION NOTICES.

New York, June 9, 1910.

The firm of FLATAUER & OPPENHEIM was this day dissolved, RALPH B. OPPENHEIM withdrawing therefrom and GEORGE FLATAUER assuming all debts and liabilities thereof and continuing business at 334 East 98th St. All debts due the firm are payable to Mr. FLATAUER. My responsibility entirely ends with this date. (Signed)

RALPH B. OPPENHEIM.

HOCKING VALLEY LITIGATION.

Part of Restraining Order Against Directors Is Nullified.

Special to The New York Times.

COLUMBUS, June 13.—A decision was handed down in the United States Court to-day nullifying part of the restraining order granted against the Directors of the Hocking Valley Railway Company upon behalf of Howard Manington of the Ohio Coal Operators' Association. The part of the order in question prevented the Hocking Railroad Directors from retiring $15,000,000 of the preferred stock of the road.

The court holds that the Directors acted within their rights when they sought to retire the stock, as their charter provides that any time after three years such stock may be retired upon the payment of at least par.

The court, however, refused to nullify that section of the restraining order which permitted the Directors of the Hocking Valley to issue new common stock and to sell and dispose of the same.

The decision states that of the 150,000 shares of the common stock of the Hocking Valley the Chesapeake & Ohio Road is the holder of record of 71,000 shares, and from the evidence submitted to the court the road is suspected of being able to control 2,000 more.

The court states that a fund to redeem the preferred stock has been placed with J. P. Morgan & Co. and that stock to the amount of more than $5,000,000 had been redeemed up to the time the injunction suit was filed.

Hearing in the case of David H. Gould and J. S. Staunton against the Chesapeake & Ohio, the Lake Shore & Michigan Southern, the Hocking Valley, and the Kanawha & Michigan companies began to-day before Common Pleas Judge Rogers. The object of the motion is to enjoin the other roads from holding stock in the Kanawha & Michigan and from voting it on the ground that they are competing lines and that the holding of the stock is contrary to law. The opening session was taken up in reading affidavits of the plaintiffs.

ATCHISON CALLS FOR PAYMENT

Syndicate Purchase of $43,000,000 Bonds Not Resold to Stockholders.

Subscribers to the syndicate which underwrote the recent $43,000,000 of Atchison convertible bonds, have been called upon for the first payment of 25 per cent. The bonds were taken subject to the right of the stockholders of the Atchison to subscribe to them.

No announcement has been made by the road in respect to the amount of these bonds for which subscriptions were received from the road's stockholders, but in the absence of official information on this point the Street gives credence to a report that only about 10 per cent. of the issue was taken by the shareholders, and that the underwriting syndicate has been called upon to provide for the balance of the issue.

PITTSBURG TRANSACTIONS.

Special to The New York Times.

PITTSBURG, June 13.—Following were the transactions on the local Exchange to-day:

Sales.		High.	Low.	Last.
180	Crucible Steel	13	12⅞	13
560	Crucible Steel pf	87½	87½	87½
10	Fireproofing	6¾	6¾	6¾
140	Fireproofing pf	25	25	25
140	Harbison-Walker Ref	33	33	33
65	Independent Brewing	4⅞	4⅞	4⅞
50	Ohio Fuel	62	61⅞	61⅞
30	Pittsburg Brewing	23½	23⅛	23⅛
20	Pittsburg Coal	19	19	19
100	U. S. Steel	77¾	77⅜	77¾
	UNLISTED.			
30	Kansas Gas	32¾	32¾	32¾
700	Mount Elliott	22c	21c	21c
282	Ohio Fuel Oil	6	5¾	5¾
15	Oklahoma Gas	46¼	46¼	46¼
700	Silver Peak	70c	70c	70c
50	Union Gas	128½	128½	128½

DIVIDENDS.

**THOMPSON-STARR

IN THE REAL ESTATE FIELD

Park Avenue Apartments Figure in $1,500,000 Deal—Big Sales on Upper West Side—John Olson Buys New Loft Site in 25th Street.

One of the largest deals in the new apartment-house district of Park Avenue, in the vicinity of Fifty-ninth Street, that has been recorded in some time, involving in all about $1,500,000, was completed yesterday by the Charles I. Fleck Company. The sale comprised the purchase by John Volz from the New England Apartments Company of five apartments occupying nine city lots. They are the three eight-story elevator apartment houses at 43 to 53 East Fifty-eighth Street, on lot 150 by 100.5; also, 54 East Fifty-ninth Street, a similar apartment house on lot 25 by 100.5, and 480 and 482 Park Avenue, a steel construction eight story-apartment house on lot 50 by 100, forming altogether a plot of land 225 by 100, or nine city lots, facing three thoroughfares and intercommunicating on interior lines.

Although these buildings were erected nine years ago, the new owner contemplates, as soon as arrangements can be made, to modernize them up to the latest standard of the Park Avenue buildings now in course of erection.

In part payment Mr. Volz gave the following parcels: The northeast corner of Lexington Avenue and 120th Street, a plot 100 by 50, with old buildings; the triangle at 142d Street and Bradhurst and Edgecomb Avenues, 190 by 72 by 20; also, a plot 43.9 by 190 on Ogden Avenue, between 165th and 166th Streets, running through to Summit Avenue.

All of these latter parcels the Charles I. Fleck Company at once resold to a construction company for improvement with high-class apartment houses.

Belgrade Apartment Sale Ends Big Deal.

The Braude-Papae Company sold for the Belgrade Realty Company to a client of N. Wilson, the Belgrade, a six-story elevator apartment house at 536 and 538 West 136th Street, 105 feet east of Broadway, on plot 70 by 100. This completes the sale by the same brokers of a row of modern elevator buildings, involving a series of transactions, aggregating in all about $900,000; the two adjoining 100-foot elevator houses, the Norman and Sunderland Courts, having been recently disposed of by the same brokers for the Anaconda Realty and Construction Company.

Buys Plot for New 25th Street Loft.

S. B. Goodale & Son have sold for the John Haywood Estate, 133 and 135 West Twenty-fifth Street, old buildings, on lot 50 by 98.9, to John E. Olson. Mr. Olson is now building a twelve-story loft building at 127 to 131 West Twenty-fifth Street. At the expiration of the present lease on May 1 next Mr. Olson will erect a similar building on the property now acquired, which will be the ninth store and loft operation under way on this block.

The buildings approaching completion, erected by the Theodore Starrett Company and The Twenty-fifth Street Construction Company are already partially leased.

Resells 24th Street Property.

The Urban Construction Company is the purchaser of 139 to 143 West Twenty-fourth Street, sold several weeks ago by Frederick M. Cromwell through the M. Morgenthau, Jr., Company and Louis Schrag. The property consists of a seven-story loft building and a three-story building on plot 50 by 116 by irregular. Mr. Cromwell recently acquired 141 and 143 West Twenty-fourth Street, a seven-story loft building with a frontage of 35 feet, from his mother, Eliza E. Cromwell, and purchased the adjoining property, 139, a three-story business building. He now resells the combined plot at a substantial profit. An interesting situation in connection with this property is created by the fact that the adjoining properties on either side namely, 137 and 145 West Twenty-fourth Street, are both owned by the Hammond estate, and the conditions are such that they can only be sold at public auction. M. Morgenthau, Jr., Company have just placed for the purchaser a new mortgage of $78,500 at 4½ per cent for five years. The Urban Construction Company has no immediate intention of improving the property.

Read Estate Sells Houses in the Twenties.

The estate of Rufus C. Read has sold through the Fernando W. Benner Company the three-story and basement house at 41 East Twenty-eighth Street, on plot 20.10 by 98.9, and through Francis B. Robert the two-story brick house at 40 East Twentieth Street, on plot 25 by 92. Both sales were made subject to confirmation by the court.

Seventh Avenue Purchaser.

The Seventh Avenue property at 159 and 161 Seventh Avenue, two old four-story buildings, on plot 38 by 80, between Nineteenth and Twentieth Streets, has been sold, as reported last Saturday, through Joseph M. Adrian to a client of S. B. Goodale & Son.

The Stronghold Realty Company has purchased from H. Rekirk the four-story and basement private house at 30 West Eighty-third Street, on a lot 19 by 102.2.

The four-story and basement dwelling at 115 West Eighty-second Street, on plot 19 by 102, has been sold by F. Gouget for George A. Walton to George Gauter.

Van Norden Co. Sells Apartment.

The new five-story apartment house at 565 West 181st Street, on plot 50 by 100, near Audubon Avenue, has been sold by the Van Norden Construction Company to an investor. It is one of the recent buildings erected in the Fort Washington section.

Recent Buyers.

Pierre A. Bernard is the purchaser of the dwelling 258 West Seventy-fourth Street, sold recently through John P. Kirwan.

Louis H. Lewenstein was the broker in the sale of 258 East Ninth Street for the Maxlow Realty Company to J. M. Beaty.

Bronx Sales.

The Woodstock Company has sold the two-family frame house 1,322 Findlay Avenue for Thortnon Brothers to Kate M. Trabert.

Charles M. Rosenthal has bought two three-story flats on the north side of Burnside Avenue, 60 feet east of Morris Avenue, each 20 by 85, from the Madena Realty Company.

Many Sales at Flatbush.

The Newbegin Realty Company has recently made the following sales in the Flatbush district of Brooklyn: 502 Flatbush Avenue, frame store and flat, for Charles F. Doerrer to M. Christensen, consideration $10,000; 181 Lincoln Road, three-story and basement brick dwelling, for W. A. Elliott to H. J. Corbett, consideration $18,000; 57 Rutland Road, three-story brick dwelling, for Samuel Jones to Andrew H. Schmidt, consideration $14,000; 961 Rogers Avenue, three-story brick store and flat, for George B. Glover to Samuel Jones, consideration $15,500; 1,827 to 1,837 Seventy-first Street, between Eighteenth and Nineteenth Avenues, six one-family brick dwellings, for Sholtz & Atkinson to a client, consideration $33,000.

New Owner for Morristown Farm.

Eugene V. Welsh of Morristown has sold for Mrs. L. C. Leek to F. S. Foote of Montclair the sixty-six-acre farm located on Morristown-Mendham Road and about 2½ miles from Mendham.

The farm is well equipped with modern buildings. Mr. Foote intends to occupy the farm as a country home.

Duryea Property at Glen Cove Sold.

The Ruland & Whiting Company has sold for F. W. and Susan W. Duryea thirty-five acres on Hempstead Harbor, Glen Cove, L. I., to Miss Chrystine S. Foster.

Hempstead Lots Find Buyers.

Despite the unfavorable weather last Saturday Bryan L. Kennelly's sale of Hempstead lots on the premises brought out a good number of buyers, and 111 lots were sold for a total of $25,875. The prices ranged from $165 to $425. Mr. Kennelly disposed of four of the lots at private sale. The auction involved the remainder of the 339 parcels which he was scheduled to sell a couple of weeks ago, the sale being adjourned owing to darkness, after he had disposed of 224 lots.

Far Rockaway Auction Results.

The James L. Wells Company sold at auction, on Saturday, two properties at Far Rockaway, L. I. The two-story dwelling on plot fronting 121 feet on the east side of Smith Street, 100 feet on Cornaga Avenue, and 146 feet on the Long Island Railroad, went to William H. Keefe of Far Rockaway for $6,575. Arthur Butler of Far Rockaway paid $3,900 for the plot of about three-and-a-half lots at the southeast corner of Smith Street and the Long Island Railroad, with a two-story frame dwelling. The properties were disposed of by the Thomas Henderson estate.

Big Sale in Orange County.

Power & Steers report the sale of 256 acres of land, near Central Valley, in the town of Woodbury, Orange County, N. Y., for George Van Tassel to a New York client.

Bronx Building Loan.

The Title Guarantee and Trust Company has granted three building loans, aggregating $77,000, to the Franklin Avenue Company, on their property on the northeast corner of Franklin Avenue and 170th Street, a plot 108 by 100. Three five-story brick and stone store and flat buildings are to be erected. The mortgages are to run for five years at 5 per cent. after completion of the buildings.

Notes.

A lease for twenty-one years was recorded yesterday to Hardman, Peck & Co. for its new building to be erected at 433 Fifth Avenue, from the United States Trust Company as trustee for the owners. The lease is to run for twenty-one years from May 1, 1911, at from $17,000 to $23,000 a year.

E. W. Gray has leased for M. Steinberg the third loft at 256 to 260 Sixth Avenue, completing the rental of the entire building.

Steven B. Ayres and P. S. Brower have sold Lots 3, 4, 5, 6, and 7, Section "D" of Bernard's Plateau at Bernardsville, N. J., to J. Laverty, who will erect a residence on the plot.

The Far Rockaway Investing Company, with New York offices at 200 Broadway and 13 East Thirty-fourth Street, have large holdings of choice building plots in Woodmere, L. I. This company has appointed Frederick W. Avery as local representative, with an office near the Woodmere railroad station.

Results at Auction.

Yesterday's offerings in the Real Estate Salesroom, 14 and 16 Vesey Street, resulted as follows:

By Samuel Goldsticker.

Hughes Av, 2,496, e s, 165 ft n of 180th St, 25x87.6, three-story brick dwelling; foreclosure sale, to the plaintiff, A. L. Ernst, $8,082.

Hughes Av, 2,498, e s, 190 ft n of 189th St, 25x87.6, three-story brick dwelling; foreclosure sale, to the plaintiff, A. L. Ernst, $8,082.

By Daniel Greenwald.

Crotona Av, 2,071, w s, 100 ft n of Oakland Place, 25x125, two-story dwelling; Sheriff's sale of all right, title, &c, which Peter Reilly had on Feb. 11, 1910, or since; to J. C. Cocker, $100.

THE BUILDING DEPARTMENT.

List of Plans Filed for New Structures in Manhattan and the Bronx.

Webster Av, e s, 175 ft n of 179th St, for a five-story brick tenement, 25x113.3; Adolph Wexler, 204 Bush St, owner; Goldner & Goldberg, architects; cost, $35,000.

3d Av, w s, 210 ft s of 175th St, for a one-story brick store, 75x102.10½; Leopold Guttag, 804 Jackson Av, owner; Matthew Turnbull, Jr., architect; cost, $20,000.

REAL ESTATE TRANSFERS.

MONDAY, June 13.

With name and address of purchaser.

HOUSTON ST, 110 West, n s, 25x100; George J. Thole to Emily C. Thole of Brooklyn, (mtg $15,000,) June 8; address, East Long Branch, N. J., $1.

SPRING ST, 63, n w corner of Lafayette St, 22.11x76.5x3.7x77.10; George J. Thole to Emily C. Thole of Brooklyn, June 8; address, East Long Branch, N. J., $1.

SPRING ST, 65, n s, 25.6x77.10; same to same, June 8; address, same, $1.

26TH ST, 134 and 136 West, s s, 37.6x98.9; Frederic Michels to Eagle Improvement Co, (mtg $20,000,) June 11; M. H. Hochdorf, 63 Park Row, $100.

28TH ST, s s, 431.3 ft w of 6th Av, 18.9x98.9; Charles Gachet to same, (mtg $25,000,) June 10; address, same, $100.

26TH ST, 140 West, s s, 25x98.9; Henry Harburger and others to same, (mtg $36,000,) June 9; address, same, $100.

LOT 130, map Section 2, St. Raymond's Park; Hudson P. Rose Co to Patrick J. Jordan, June 2; address, 639 Baker Av, Van Nest, $1.

OLMSTEAD AV, w s, 58 ft s of Blackrock Av, 25x100; Gustav Killenberg to Gustav Kaul, (mtg $3,300,) June 11; attorney, Charles H. Baechler, 1,126 Walker Av, $100.

FULTON ST, s e s, Lot 108, map of Washingtonville; Pasquale Blasucci to John Ratanto, quitclaim, April 16; attorney, C. A. Sparks, 165 Broadway, $100.

JOHNSON AV, s e s, Lot 147, map of East Tremont, 66x150; Johanna Birnhaupl to Louis Mazza, (mtg $4,000,) June 11; attorneys, William Peters & Co, 2,015 Boston Road, $100.

STEBBINS AV, 1,389, w s, 40x100; Friedman Construction Co to Bella Bondy, (mtg $24,000,) June 10; attorneys, Shapiro & Shapiro, 320 Broadway, $100.

AMSTERDAM AV, 963, e s, 25x100; Katharine Brucker to Joseph Brucker, (mtg $25,000,) June 11; attorneys, Deyo & Bauerdorf, 111 Broadway, $100.

LOT 418, map of St. Raymond's Park; Rosario Lagana to Daniel S. Doran, (mtg $6,000,) June 11; attorney, Conrad Muller, Jr, 220 Broadway, $100.

CONCORD AV, w s, Lot 142, map of East Morrisania, 50x100; Joseph Gallick to Anna Gallick, (mtg $8,000,) June 11; attorney, J. P. Donnellan, 140 Nassau St., $1.

151ST ST, s e corner of Macomb's Dam Road, 52.2x60.11x85.1x69.2; R. & S. Realty Co. to Ellis Getzler, April 1; attorneys, Oppenheimer & Arnold, 170 Broadway, $100.

5TH AV, w s, 350 ft n of Nelson Av, 25x100; Land Co. "D" of Edenwald to John A. Hanson, June 4; address 210 West 146th St., $1.

PLEASANT AV, e s, n 1-3 of Lot 76, Map No. 1 of Oliuville, 33.4x100; Catherine M. Corcoran to Daniel W. Corcoran, (mtg $1,500,) Feb. 26; Frank E. French, 41 Park Row, $1.

106TH ST, 508 West, s s, 20x100.11; Rose E. S. Elsing to Elizabeth D. Carrington, June 11; Lawyers Title Insurance Co., 160 Broadway, $1.

36TH ST, n s, 195 ft e of 6th Av, 60x98.9; Michael Coleman to Fackner-Coates Construction Co., (mtg $180,000,) B. & S., June 4; attorneys, Alexander & Green, 120 Broadway, $100.

TIEBOUT AV, w s, 91.8 ft n of 182d St, 18.2x66.5x18x65; Hageman Construction Co. to Frank A. Schorer, all liens, June 9; Martin & Howe, 265 Broadway, $1.

FORDHAM AV, w s, 50 ft n of 183d St, 97x25x irregular; Lewis A. Mitchell to Edwin F. Walton, all liens, June 9; E. V. Daly, 76 William St., $1.

10TH Av, 130, n e corner of 18th St, 25x75; Frank J. Gunther to Richard Grant, (mtg $20,000,) June 13; N. H. W. Schutt, 229 Broadway, $100.

10th St, 261 East, n e s, 25x94.8; Easter Realty Co. to Charles Edelson, all liens, June 7; address 2,470 7th Av., $1.

199TH ST, n e s, 104.8 ft n w of Grand Boulevard and Concourse, 50x120; William McDonald to Annie D'Ambra, (mtg $1,350,) June 11; Lawyers Title Insurance Co., 160 Broadway, $100.

199TH ST, n e s, 104.8 ft n w of Grand Boulevard and Concourse; Annie D'Ambra to D'Ambra Construction Co., (mtg $3,750,) June 11; F. C. Leubuscher, 258 Broadway, omitted.

HOFFMAN ST, n e corner of 188th St, 68.1x115.8x64.1x116; James B. Federiel and others to Mary F. Dunne, Q. C., May 28; Edward F. Moran, 51 Chambers St., $1.

37TH ST, s s, 200 ft e of 9th Av, 25x98.9; Julia H. Brand to Bernard J. Foss, (mtg $29,015,) Feb. 7; B. J. Foss, 154 Nassau St., $100.

78TH ST, 214 East, s s, 18.4x102.2; Elle Sulzer and Marie, his wife, to Marie Sulzer, (mtg $5,000,) June 1; M. Sulzer, 214 East 78th St., $100.

97TH ST, 224 East, s s, 25x100, foreclosure May 17, 1910; Edmund J. Tinsdale, referee, to Julia E. Bamberg, June 9; M. J. Sullivan, Wills Av and 148th St, $500.

ANTHONY AV, 2,093, w s, 20.8x69.6x irregular; Anabella Cleland to Isabella Murison, (mtg $3,000,) June 11; Charles H. Boas, 320 Broadway, $1.

67TH AV, e s, 59.4 ft s of 3d St, 50x100, Laconia Park; Victor Gerhards to Ike Greenberg, (mtg $700,) quitclaim, correction deed, May 23; Charles P. Hallock, 999 East 180th St, $1.

LOT bounded w by line 225 ft e of Riverside Drive, on s by line through block between 91st and 92d Sts, 113.11 ft s from s e corner of Riverside Drive and 92d St, to a point on the w s of West End Av, 136.1 ft s from s w corner of said Av and 92d St, which line was the centre of an old lane (closed) on e by West End Av and on n by land of party of second part; Lucy R. Ball to Hy. Oppenheimer, C. A. G., June 13; Hugo S. Mack, Temple Court, $100.

5TH AV, 1,489, e s, 37.8x100; Robert Grosburg to Louis Israel, B. & S., all liens, June 10; Paul Hellinger, 320 Broadway, $1.

WASHINGTON AV, w s, 140.1 ft n of 163d St, 367x149.6x irregular; Louis E. Klebahn to Charles Doll, (mtg $35,000,) June 10; Francis B. Chedsey, 320 Broadway, $100.

113TH ST, 76 East, s s, 25x100.11; Mary Pfeifer to Paul Gross; 302 Broadway, June 11, $100.

MAYFLOWER AV, 1,869 and 1,871, being Lots 29 and 30, map of 473 lots of Haight estate; Joseph Gadonnelx to Regina Fiesel, B. & S., all liens, June 13; Fred C. Leubuscher, 258 Broadway, $1.

PALISADE AV, s w corner of Popham Av, 31.3x71.5x irregular; William C. Clarke to William H. Gunnell, June 6; Title Guarantee and Trust Co., 176 Broadway, $100.

FOREST AV, s w corner of 160th St, 54.2x175 to e s of Jackson Av; August Jacob to August Jacob Construction Co., all liens, June 6; August W. Glatzmayer, 378 Grand St, $100.

3D AV, 319, s e corner of 24th St, 18.6x97.7, (partition May 10, 1910;) William Allen, referee, to Lenna Construction Co., a corporation, June 13; attorneys, Title Guarantee and Trust Co, 176 Broadway, $33,000.

7TH AV, w s, 80.7 ft n of 146th St, 19.3x100; Emma B. and Blanche Marcoso to George V. Morton, June 13; attorneys, same, $100.

BROADWAY, n e corner of 161st St, 129.10x100, Philip Livingston to Walstein S. Reade of Brooklyn, all liens, June 10; attorneys, same, $100.

SAME PROPERTY; Walstein S. Reade to Philip Livingston of Bar Harbor, Me., all liens, June 13; attorneys, same, $100.

15TH ST, 257 to 261 West, n s, 50x103.3; Helen R. Roblin Livingston to Joseph L. Buttenwieser, June 10; attorneys, M. S. & I. S. Isaacs, 54 William St, $100.

SAME PROPERTY; Joseph L. Buttenwieser to Charles Rubinger, June 13; same, $100.

Recorded Mortgages.

Interest is at 5 per cent. unless otherwise specified, with name and address of lender's attorney.

ABBOTT, William E., and others to Park Mortgage Co.; road leading from Westchester to East Chester, w s, adjoining land of Dennis Heddy; contains 9 acres. (prior mtg $21,000,) June 10, due March 17, 1911, 5½ p. c.; attorneys, Fettretch, Silkman & Seybel, 41 Park Row, $4,000.

ROTANDO, John, to William W. Penfield; Lot 108, map of Washingtonville, (prior mtg $3,500,) June 9, 1 year, 6 p. c.; attorney, C. A. Sparks, 165 Broadway, $900.

MAZZA, Louis, to Emil N. Sorgenfrei; Johnson Av, s e s, Lot 147, map of East Tremont, 66x150, (prior mtg $4,000,) June 11, 1 year, 6 p. c.; attorney, William Peters & Co., 2,015 Boston Road, $3,500.

EAGLE IMPROVEMENT CO. to Henry Harburger and others; 26th St, 140 West, s s, 25x98.9, (prior mtg $36,000,) June 11, due Feb. 11, 1911, 6 p. c.; attorneys, Riegelman & Bach, 141 Broadway, $9,000.

SAME to Charles Gachot; 26th St, s s, 431.3 ft w of 6th Av, 18.9x98.9, (prior mtg $25,000,) June 11, due Feb. 11, 1911, 6 p. c.; attorneys, same, $10,000.

SAME to Frederic Michels; 28th St, s s, 393.9 ft w of 6th Av, 37.6x98.9, (prior mtg $—,) June 11, due Feb. 11, 1911, 6 p. c.; Frederic Michels, 66 Bay 29th St., Brooklyn, N. Y., $50,000.

KAUL, Gustav, to Gustav Killenberg; Olmstead Av, w s, 58 ft s of Blackrock Av, 25x100, (prior mtg $3,300,) June 10, 3 years, 6 p. c.; attorney, Charles H. Baechler, 1,126 Walker Av., $1,700.

CARUCCI, Frank, to Hudson P. Rose Co.; Lot 36, map of 372 lots, Hunter estate, June 9, 3 years, 5½ p. c.; Hudson P. Rose, 32 West 45th St., $300.

MANG, Longin, to Julius Helderman; Gleason Av, n s, Lot 325, map of Unionport, 23x108, June 11, due July 1, 1912, 6 p. c.; Julius Helderman, 783 Elton Av., $500.

BAXTER-HOWELL BUILDING CO. to Commercial Finance Co.; Doris Av, s w s, 25 ft s e of Lyon Av, 25x101.11, (prior mtg $4,000,) 1 year, 6 p. c.; attorney, R. H. Arnold, Westchester, N. Y., $1,500.

SAME to same; Doris Av, s w s, 75 ft s e of Lyon Av, 25x101.11, (prior mtg $4,000,) June 10, 1 year, 6 p. c; attorney, same, $1,500.

BRUCKER, Joseph, to Charles F. Bauerdorf; St. Nicholas Av, 271, n w corner of 119th St, 20.10x95.9x23.5x111.5, June 11, due June 1, 1913, 6 p. c.; attorneys, Deyo & Bauerdorf, 111 Broadway, $7,500.

JOHNSON, Russel S., to Citizens' Trust Co of Utica, N. Y.; 172d St, s w corner of Longfellow St, 50x100. June 6, due as per bond; attorneys, Dunmore & Ferris, Utica, N. Y., $6,000.

ISELE, Amelia, to Emelie Isele; Weeks Av, w s, 56 ft n of 173d St, 20x95, June 9, 1 year, 6 p. c.; attorneys, Menken Brothers, 87 Nassau St, $1,650.

FACKNER-COATES CONSTRUCTION CO. to Michael Coleman; 36th St, n s, 195 ft e of 6th Av, 60x98.8, prior mtg $180,000, June 4, 3 years, 6 and 5 p. c.; attorneys, Alexander & Green, 120 Broadway, $485,000.

UNIVERSITY HEIGHTS HOTEL CO, to Sherwood Construction Co.; Amsterdam Av, n e corner of 207th St, 99.11x50, leasehold, June 3, 1 year, 6 p. c.; attorney, Morris H. Hayman, 198 Broadway, $12,000.

LOWENFELS, Louis, to American Mortgage Co.; 27th St, 521 West, n s, 25x98.9, June 13, 5 years; attorneys, Bowers & Sands, 31 Nassau St, $13,500.

BISHOP, Mary C., and another, Mount Kisco, N. Y., to Title Guarantee and Trust Co.; 84th St, 9 East, n s, 25x102.2, prior mtg $80,000, June 13, due as per bond; Title Guarantee and Trust Co., 176 Broadway, $20,000.

RUBINGER, Charles, to German Savings Bank; 15th St, n s, 93.6 ft e of 8th Av, 50x103.3, June 13, 1 year, 4½ p. c.; attorney, M. Auerbach, 42 Broadway, $27,000.

BEATTIE, Jennie M., Brooklyn, to A. Abraham Sharfan; 9th St, 218 East, s s, 21x75, prior mtg $16,000, June 10, due Nov. 1, 1911, 6 p. c.; attorney, Leon Lewin, 150 Nassau St, $6,000.

AUGUST JACOB CONSTRUCTION CO. to Title Guarantee and Trust Co.; Jackson Av, s e corner of 160th St, 54.2x87.6, June 9, 5 years, 5 and 6 p. c.; Title Guarantee and Trust Co., 176 Broadway, $40,000.

SAME to same; Forest Av, s w corner of 160th St, 54.2x87.6, June 9, 5 years, 5 and 6 p. c.; same, $40,000.

CORTI BUILDING CO to George P. Zaible; Rosewood St, s s, Lot 26, supplementary Bronxwood Park, 25.1x irregular, June 1, 3 years, 5½ p. c.; attorneys, Menken Brothers, 87 Nassau St, $4,500.

SAME to same; Rosewood St, n s, Lot 27, same map; 25.1x irregular, June 1, 3 years, 5½ p. c.; same attorneys, $4,500.

ECKSTEIN, Jacob, to Louis P. Holzwasser; 117th St, 16 and 18 East, e s, 51x100.11, prior mtg $50,000, June 13, due as per bond; attorneys, Fleischmann & Fox, 32 Liberty St, $6,500.

WILLIAMS, Leonidas C., to Francis R. Whitlock; 92d St, 303 West, n s, 25x irregular, prior mtg $30,000, June 1, 3 years, 6 p. c.; attorneys, Brewster & Farries, 165 Broadway, $12,000.

KWASNIEWSKI, Leo P., to Jerome L. Adler; 155th St, n s, 145 ft w of Elton Av, 25x100, prior mtg $4,000, June 13, 1 year, 6 p. c.; attorney, Jerome L. Adler, 132 Nassau St, $1,500.

CARRINGTON, Elizabeth D., to Rose E. S. Elsing; 106th St, 308 West, s s, 20x100.11, 5 years, 4½ p. c., June 13; attorneys, Bernheim & Lowenthal, 35 Nassau St, $30,000.

DOLL, Charles, to Louis B. Kleban; Washington Av, 951, w s, 36.7x irregular, prior mtg $35,000, June 6, installments, 6 p. c.; attorneys, Shapiro & Levy, 119 Nassau St, $6,000.

KEANE, Michael B., to East River Savings Institution; 174th St, s e corner of Topping Av, 10x75, June 11, 5 years; Lawyers Title Insurance and Trust Co, 160 Broadway, $4,000

NYSTAN, Erik G., to N. Y. and Suburban Co-operative Building and Loan Association; Amundson Av, e s, 125 ft s of Nelson Av, 25 x100, June 11, installments, 6 p. c.; attorney, R. H. Bergman, 3,219 3d Av, $7,500.

BAMBEY, Julia E., to John Bambey; 97th St, 224 East, s s, 25x100, prior mtg $12,000, June 10, due as per bond; attorney, M. J. Sullivan, 148th St and 3d Av, $4,000.

McMICHAEL, Annie, to Harlem Savings Bank; Union Av, w s, 118.9 ft s of 149th St, 18.9x100, June 13, 3 years; attorney, E. S. Clinch, 41 Park Row, $2,750.

WANNER, Julius, and Peter F., to Dollar Savings Bank; 237th St, n s, 28.3 ft w of Furman Av, 24.3x110x24x103.11, June 13, 3 years; attorneys, Lexow, Mackellar & Wells, 43 Cedar St, $3,000.

SAME to same; 237th St n s, 52.4 ft w of Furman Av, 24.3x110.2x24x110, 3 years, June 13, same attorneys, $3,000.

MUNSON, Katherine M., to Thomas W. Grinley; Davidson Av, w s, 100 ft n of 184th St, 50x100, June 13, due as per bond; attorney, Asa A. Spear, 79 Wall St, $6,000.

McKENNA, Michael, to George Ehret; 6th Av, 852, saloon lease June 11, demand, 6 p. c.; attorney, Edward M. Burghard, 120 Broadway, $4,550.

COHEN, Jacob, to Herbert S. Ogden and another; Lots 205 to 208, map of Gleason property, June 13, 3 years; attorney, Herbert S. Ogden, 32 Beaver St., $2,000.

ROTANDO, John, to William W. Penfield; Lot 108, map of Washingtonville, April 16, 2 years, 6 p. c.; attorney, C. A. Sparks, 165 Broadway, $700.

SAME to same; Lot 209, same map, June 9, 1 year, 6 p. c.; same attorney, $500.

KOOPMAN, Emma, and another to German Savings Bank; 10th St, n w corner of Waverley Place, 19.6x75, June 13, 3 years, 4¼ p. c.; attorneys, Amend & Amend, 119 Nassau St, $11,000.

MORTON, George V., of Demarest, N. J., to Emma B. Marcoso and another; 7th Av, w s, 80.7 ft n of 146th St, 19.3x100, June 13, due July 1, 1915; attorney, E. S. Clinch, 41 Park Row, $15,000.

DAMBRA, Annie, to Mary White, trustee, Thomas White; 199th St, n e s, 104.8 ft n w of Grand Boulevard and Concourse, 50x120; Perry Av, w s, 350 ft s of Woodlawn Road, 22x100, prior mtg $9,000, June 11, 3 years, 6 p. c.; Lawyers Title Insurance and Trust Co., 160 Broadway, $3,750.

Satisfied Mortgages.

With name and address of lender's attorney.

39TH ST, 39 East, n s, 98.9x25, April 18, 1907; Frederic B. Jennings to The Cathedral Church of St. John the Divine in the City and Diocese of New York, by Charles F. Hoffman, treasurer; attorneys, Stetson, Jennings & Russell, 15 Broad St., $60,000.

8TH AV, 2,176, e s, 24.11x100, May 16, 1905; David S. Kalman to Guaranty Trust Co, of New York City, by C. M. Allen, Vice President; attorney, Wilson M. Powell, 29 Wall Street, $30,000.

139TH ST, 514 East, s s, 37.6x100, May 31, 1907; Abelman Construction Co. to Albany Savings Bank, by Benjamin W. Johnson, treasurer; attorney, James Fenimore Cooper, Albany, (and Lawyers Title Insurance and Trust Co., 160 Broadway,) $25,000.

133D ST, 250 West, s s, 20x100, April 30, 1888; Henry and Anna Weiler to Emily Cook, (Supreme Court order dispensing with the filing of the mortgage for discharge;) attorney, Peter Cook, 258 Broadway, $15,000.

PERRY AV, w s, 350 ft s of Scott Av, 100x89.6x10.6x47.11, Jan. 4, 1910; Annie D'Ambra to Manhattan Mortgage Co.; address, 200 Broadway, $13,000.

WILKINS PLACE, e s, 180 ft n of 170th St, 25x100, May 18, 1910; M. F. Construction Co. to Lawyers Title Insurance and Trust Co., 160 Broadway, $11,000.

HENRY ST, n s, known as Lot 25, map Gibbons & Seaman property, 24.7x71, May 31, 1890; Thomas and Julia Gabryelewicz to Jacob A. R. Dunning of West Orange, N. J.; attorney, John M. Rider, 44 Cedar St, $8,500.

LOT 53, Ludlam, map 11th Ward, Section 2, Block 284, 25.4x74.1x25.4x76, Aug. 5, 1907; Joseph and Joseph I Schieber to Rosie Schieber; attorneys, Schenkman & Brown, 150 Nassau St, $3,400.

62D ST, 140 West, s s, 25x100.5, June 11, 1907; Henry N. and Dora H. Boeback to Charlotte Maul; attorneys, Title Guarantee and Trust Co, 176 Broadway, $3,000.

PERRY AV, w s, 350 ft s of Scott Av, 100x50x irregular, Jan 4, 1910; Annie D'Ambra to Thomas Conlan; attorneys, Lawyers Title Insurance and Trust Co, 160 Broadway, $3,000.

LOT 26, map portion of Hunt estate, near Van Nest Station, Westchester, June 10, 1907; Louis and Lena Ernst to Augusta Fitter, attorney Charles H. Baechler, 1,126 Walker Av, $2,500.

116TH ST, 309 East, n s, 20x100.11, July 8, 1906; Biagio Pacnetti to Alwina P. Roeloffs; attorneys, Lawyers Title Insurance and Trust Co, 160 Broadway, $2,500.

GRACE AV, w s, 25x106.11x82.8x127.11, being Lot 115, map property of Hudson P. Rose, (St. Raymond Park,) Oct 1, 1899; Mary Wagner to Mary E. Fairbrother; attorneys, Noble & Camp, 2 Wall St, $2,000.

JONES AV, w s, 425 ft s of Jefferson Av, being Lot 65, Block 21 of Section of A." Edenwald, 25x100, July 10, 1905; Joseph Devlin to Sidwell S. Randall; address, 16 East 42d St, $250.

LOT 166, map of building lots near Williamsbridge Station, Dec 11, 1905; A. Shatzkin & Sons, (incorporated,) to Sophie Duden; attorney Title Guarantee and Trust Co, 176 Broadway, $175.

Recorded Leases.

With names and addresses of lessees.

BROOK AV, 1,302, store; Millie Rosenkrantz to Ellen S. Erikson, 10 years, from June 1, 1910; address, 1,302 Brook Av, $480.

AVENUE A, 11, store; William Schuster and another to Samson Hackmayer, 5 years, from May 1, 1910; attorney, Adolf Schwarz, 272 Madison St, $600.

BROOME ST, 239, store; Jennie Levin and another to Heddy Feldman and another, 1 year and 10½ months, from June 15, 1910; address, 269 Broome St, $1,200.

MADISON AV, 58th st and 59th St, the roofs, 59th St-Madison Av Co. to Walter J. Salomon, 1 year, from July 1, 1910, with renewals; address, 17 West 42d St, $1,750.

5TH AV, 433, e s, 24.8x125, all, new building to be erected, United States Trust Co., trustee; T. R. Butler to Hardman, Peck & Co., 21 years, from May 1, 1911; Max J. Bernheim, 37 Wall St; taxes, etc, $17,000 to $24,000.

BROADWAY, n w corner 126th St, second store from corner and basement; James Madden to Louis Fineberg, 8 years, from May 1, 1910; J. Z. Wechsler, 132 Nassau St, $1,500.

149TH ST, 540 West, all; Elizabeth L. Murray to M. Vondrunn, 3 years, from July 15, 1910; Milton G. Burchdall, 35 Nassau St, $1,050.

180TH ST, 730, s e corner Clinton Av, store, 20x50, basement, 20x90; the Brook Construction Co. to Edward Gillespie, 10 years, from May 1, 1910; E. M. Burghard, 120 Broadway, $1,200 to $1,800.

PLOT 15, Lot 1, map of Pelham; the City of New York to Augusta Kreisch, March 30, 1909; tax lease, 1,000 years, from Nov. 14, 1906; M. Kretsch, 534 Southern Boulevard, $12.

PLOT 15, Lot 2, same map; same to same; 1,000 years, from Nov. 14, 1906, March 30, 1909; address, same, $10.

PLOT 15, Lots 3 and 4, same map; same to same; 1,000 years, from Nov. 14, 1906, March 30, 1909; address, same, $10.

GREENWICH ST, 237, e s, 60 ft n of Barclay St, 209x41.4x irregular, the land; Trustees of Columbia College to Emily M. Gilmor, 21 years, from May 1, 1892, with renewal; Theodore N. Ripsom, 66 Broadway; taxes, &c, $1,250.

GREENWICH ST, 237, all; Emily M. Gilmor to Alfred Hoffmann, 10 years, from May 1, 1913, 10 years' renewal; address, same, $260 to $256 monthly.

3D AV, 1,592, n store and part cellar; Samuel J. Cohen to Fred and Katie Ihrig, 4 11-12 years; S. J. Cohen, 280 Broadway, $1,020 and $1,080.

2D AV, 2,480, all; Elizabeth P. Ingraham to Charles J. McGillick, 4 2-12 years from May 1, 1910; Bernheim & Schwartz, 128th St and Amsterdam Av, $1,000 to $1,500.

1ST AV, 2,126 to 2,128, store floor and part basement; Estelle Freid to Pietro Ferrara, 6 years, May 1, 1910; Bernheim & Schwartz, 128th St and Amsterdam Av, $900 and $960.

Mechanics' Liens.

EASTBURN AV, n e corner 174th St, 88.2x95; Van Nest Wood Working Co. against Irving Construction Co., owner and contractor, $896.

AVENUE C, 124; Morris Hochberg against Michael Kleinsinger, owner; Max Elkin and Benjamin Leff, contractors, $195.

ST. NICHOLAS PLACE, e s, 174.1 ft s of 153d st, 75x100; Howell & Lawrence against Mica Construction Co., owner; Charles Felbusch, contractor, $820.

MADISON ST, 256; John C. Duffy against Mary O' Neill, owner and contractor, $2,035.

59TH ST, 241 East; Abraham Reizer against Jane Tollenberg, owner; William Bloch, contractor, $67.

FREEMAN ST, n s, 60 ft e of Chisholm St, 30x85; Harry W. Bell against George J. M. Kettner, owner (renewal), $187.

STEBBINS AV, 1,382 to 1,386; Edward Malone against Charles H. Sprossig, owner (renewal), $47.

27TH ST, 232 West; Salkin & Slepian, Inc., against Edward A. Kohn, owner and contractor, $1,515.

Satisfied Mechanics' Liens.

BROOK AV, n e corner 170th St; Emanuel Signori against William E. Lennon Construction Co. et al., Jan. 12, 1910, $895.

261ST ST, n s, 30 ft w of Fieldstone Av; George Dunn against Emile Brunel et al., June 2, 1910, $704.

72D ST, 525 to 529 East; D'Amore & Lanzetta against Bohemian-American Workingmen's Gymnastic Association et al., March 25, 1910, $681.

51ST ST, 306 to 310 West; S. Wolf's Sons against Samuel Aveloff et al., Feb. 19, 1909, $69.

Lis Pendens.

LENOX AV, 24; Nicholas Rubenstein against Abraham Eisenstein and others, (action to declare trust;) attorneys, Altkrug & Kahn.

GRAND ST, 258 and 260, ½ part; Rhoda Rieser against Morris Weinstein and others, (action to determine right, &c;) attorneys, Winthrop & Stimson.

65TH ST, 29 West; William McGowan against Rachel Rosenblum, (action to enforce lien;) attorney, R. J. Mahon.

164TH ST, s e corner of Washington Av, 200x100; Lewis S. Davis against Harris Bern

2,000 Acres in the Hills of Northern New Jersey.

$50,000 being spent building dams and bungalows to turn this tract of land into an ideal Summer bungalow colony, located in picturesque Northern New Jersey, within walking distance of Budds Lake, Lake Hopatcong and Cranberry Lake, lying on both sides of the main turnpike leading from Netcong to Cranberry Lake; 900 feet above the sea, fronting the Musconetcong River.

10,000 Square Feet, $70.

$10 Down. $4 Per Month.

Write reserving tickets for our FREE SPECIAL TRAIN

NEXT SUNDAY, JUNE 19th.

Train stops at Paterson 11:15 A. M.

5 Room Bungalow, 20,000 square feet of ground, $850.
3 Room Bungalow, 41½ acres of ground, $1,500.

H. C. REEVES, 124 E. 23rd St., N. Y. City.

MAYOR GAYNOR APPROVES

THE BILL JUST PASSED BY THE LEGISLATURE FOR THE

OPERATION OF THE BELMONT TUNNEL

THIS MEANS THAT THE TROLLEYS NOW RUNNING THROUGH THE CENTRE OF

ELMHURST HEIGHTS

WILL CARRY YOU DIRECT TO THE 42D ST. SUBWAY STATION WITH FREE TRANSFER BY SUBWAY UP OR DOWN TOWN FOR THE INITIAL FARE OF 5 CENTS.

WITH THIS STATE OF FACTS, WE CAN EASILY DOUBLE OUR PRESENT PRICES.

ELMHURST HEIGHTS HAS THE **HIGHEST** GROUND & THE **LOWEST** PRICES.

YOU CAN BUY FOR A HOME, BECAUSE IT IS THE **NEAREST** HIGH GRADE HOMESITE TO THE HEART OF THE CITY.

YOU CAN BUY FOR AN INVESTMENT, AND DOUBLE YOUR MONEY IN LESS THAN SIX MONTHS.

No Lots Sold at Present Prices After July 1st

After investigating every other land proposition you will find that in every way you get more for your money at Elmhurst Heights.

To secure the choicest selections act promptly, either taking Corona car to our local office, Woodside Av. & Penfold Road, or sending postal for particulars, which will be mailed you promptly.

BANKERS LAND CORPORATION 887 Manhattan Ave., Brooklyn, N. Y.

COUNTRY HOUSES TO LET—FURNISHED.

SHORE FRONT—DEEP WATER,

On Sound, hour New York, 10-room cottage, three acres, excellent boating and bathing. $1,000 for season or year. Photos. Melville E. Meade & Son, 100 William St.

AT LYME, CONN.—To let, historic Colonial house, 15 rooms, rich old furniture; also nicely furnished cottage, 12 rooms, both with modern conveniences; delightfully situated. Address Mrs. E. E. Salisbury, New Haven, Conn.

Cottages, furnished, with water fronts, splendid grounds, $225 up; boating, bathing, fishing; farms, acreage, shore fronts. George Herrmann, Center Moriches, L. I.

BANKRUPTCY SALES.

UNITED STATES DISTRICT COURT, District of New Jersey.—In the matter of FRANCIS LANDERSMAN, trading as ST. GALL STORE, bankrupt.—In Bankruptcy.—Notice of sale.

The undersigned trustee will sell at public auction on Wednesday, the 15th day of June, 1910, at 11 o'clock in the forenoon, large stock of laces, embroideries, veilings, renaissance, store fixtures and furniture, and other miscellaneous personal property, as contained in the premises No. 709 Broad Street, Newark, N. J.

Sale to take place at said premises.

Further terms of sale to be made known at time of sale.

Property is open for inspection during business hours June 13th, 14th, and 15th.

NATHAN BILDER, Trustee,
164 Market Street, Newark, N. J.
COHEN, CREEVEY & RICHTER, Attorneys of Trustee, 15 William Street, New York City.

IN THE DISTRICT COURT OF THE UNITED States for the Southern District of New York.—In Bankruptcy.—In the matter of ISRAEL GOLDMAN and JOSEPH PRILIK, individually and trading as GOLDMAN & PRILIK, Bankrupt.—Chas. Shongood, U. S. Auctioneer for the Southern District of New York in Bankruptcy, sells this day, Tuesday, June 14, 1910, by order of the Court, at 10:30 A. M., at 82 University Place, Borough of Manhattan, assets of the above bankrupt, consisting of furs, skins, fixtures, &c. ROY M. ROBINSON, Receiver. H. & J. J. LESSER, Attorneys for Receiver, 320 Broadway, New York.

BANKRUPTCY NOTICES.

NO. 13,614.—IN THE DISTRICT COURT OF the United States for the Southern District of New York.—In Bankruptcy.—In the matter of ARTHUR FREEMAN, doing business as ARTHUR FREEMAN CO., bankrupt.

To the creditors of Arthur Freeman, doing business as Arthur Freeman Co., of the City and County of New York and district aforesaid, a bankrupt:

Notice is hereby given that on the 20th day of May, A. D. 1910, the said Arthur Freeman was duly adjudicated bankrupt, and that the first meeting of creditors will be held at the office of William Allen, Referee in Bankruptcy, No. 67 Wall St., City and County of New York, on the 24th day of June, A. D. 1910, at 10 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

WILLIAM ALLEN,
June 13th, 1910. Referee in Bankruptcy.

NO. 13,581.—IN THE DISTRICT COURT OF the United States for the Southern District of New York.—In Bankruptcy.—In the matter of MYCENIAN MARBLE COMPANY, Bankrupt.

To the creditors of Mycenian Marble Company of the City and County of New York and district aforesaid, a bankrupt:

Notice is hereby given that on the 8th day of June, A. D. 1910, the said Mycenian Marble Company was duly adjudicated bankrupt and that the first meeting of creditors will be held at the office of William Allen, Referee in bankruptcy, No. 67 Wall Street, City and County of New York, on the 24th day of June, A. D. 1910, at 3 o'clock in the afternoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

WILLIAM ALLEN,
June 13th, 1910. Referee in Bankruptcy.

NO. 13,522.—IN THE DISTRICT COURT OF the United States for the Southern District of New York.—In Bankruptcy.—In the matter of ISIDOR SKOULTCHI, Bankrupt.

To the creditors of Isidor Skoultchi of the City and County of New York and district aforesaid, a bankrupt:

Notice is hereby given that on the 7th day of May, A. D. 1910, the said Isidor Skoultchi was duly adjudicated bankrupt and that the first meeting of creditors will be held at the office of William Allen, Referee in bankruptcy, No. 67 Wall St., City and County of New York, on the 24th day of June, A. D. 1910, at 11:30 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

WILLIAM ALLEN,
June 13th, 1910. Referee in Bankruptcy.

NO. 13,176.—IN THE DISTRICT COURT OF the United States for the Southern District of New York.—In Bankruptcy.—In the matter of SERVICE SUPPLY COMPANY, Bankrupt.

To the creditors of Service Supply Company of the City and County of New York and district aforesaid, a bankrupt:

Notice is hereby given that on the 10th day of February, A. D. 1910, the said Service Supply Company was duly adjudicated bankrupt, and that the first meeting of creditors will be held at the office of the late Stanley W. Dexter, referee in bankruptcy, No. 71 Broadway, (Room 1510,) City and County of New York, on the 24th day of June, A. D. 1910, at 10 o'clock in the forenoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting. STANLEY W. DEXTER, Referee in Bankruptcy.

Dated June 13th, 1910.

NO. 13,578.—IN THE DISTRICT COURT OF the United States for the Southern District of New York.—In Bankruptcy.—In the matter of MEYER FELSTEIN, bankrupt.

To the creditors of Meyer Felstein of the City and County of New York and district aforesaid, a bankrupt:

Notice is hereby given that on the 10th day of May, A. D. 1910, the said Meyer Felstein was duly adjudicated bankrupt, and that the first meeting of creditors will be held in the office of William Allen, Referee in Bankruptcy, No. 67 Wall Street, City and County of New York, on the 24th day of June, A. D. 1910, at 2 o'clock in the afternoon, at which time the said creditors may attend, prove their claims, appoint a trustee, examine the bankrupt, and transact such other business as may properly come before said meeting.

WILLIAM ALLEN,
June 13th, 1910. Referee in Bankruptcy.

SUMMER RESORTS.

1 time per line, 20c. 7 times, $1.26. 30 times, consecutively or every other day, $5.00.

NEW YORK—Lake George.

ON LAKE GEORGE

The Sagamore Hotel
June-October
"Emphatically Unique"

T. E. Krumbholz, Sagamore, N. Y.

Spend Your Vacation At LAKE GEORGE, N. Y., The Paradise of America.

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"The D. & H. Shortest, Quickest and Best Line Between NEW YORK and MONTREAL"

Through Pullmans to Montreal, the gateway for Ottawa, Quebec, Murray Bay, Abenakis Springs and other Canadian Resorts, via D. & H. R. R. from Grand Central Station. Direct Connection with Hudson River Steamer Lines.

All Resorts on the D. & H. including

Saratoga Springs	
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are illustrated in "A SUMMER PARADISE."—6 cents postage. Address

A. A. HEARD, G.P.A., Albany, N. Y.
Information Bureau, 1354 Broadway, N. Y.

NEW YORK—Catskill Mountains.

THE

Catskill Mountains

noted for picturesque and romantic scenery. The glorious air, the magnificent views, and comfortable accommodations are a great attraction in this mountain region which is a paradise for children and a sanitarium for everybody.

THE ULSTER & DELAWARE R.R.

In connection with West Shore and Pennsylvania Railroads form the only all rail through car line between Philadelphia, Jersey City, New York, and all points in this famous mountain region.

THE RIP VAN WINKLE FLYER will make first trip from New York, via West Shore R. R., Saturday, May 21st, leaving Desbrosses St. 12:45 P. M. and West 42d St. 1 o'clock P. M., daily except Sunday.

The Summer time schedule for season of 1910 will go in effect Sunday, June 19th.

An illustrated Summer Book with map of the Catskills and list of hotels and boarding houses will be sent free on receipt of 8 cents postage.

N. A. SIMS,
General Passenger Agent,
Kingston, N. Y.

THE GRAND HOTEL

CATSKILL MOUNTAINS

will open

SATURDAY, JUNE 25th.

This hotel is located on main line of the Ulster & Delaware R. R. Altitude over 2,000 feet. Through coach and drawing room car service from New York direct to hotel grounds.

Passenger elevator to all floors. Rooms singly or en suite with private bath. Service and cuisine unexcelled. Booklet.

For terms and full information apply to Mr. Frank DeWolf, Town and Country Bureau, 389 Fifth Avenue, corner 36th Street, New York. Telephone 3628 Madison.

After June 25th address The Grand Hotel Company, Highmount, N. Y.

HOTEL ST. REGIS

CATSKILL MOUNTAINS

OPEN JUNE 10TH.

Most modern up-to-date Hotel in every detail; over 2,000 feet elevation; situated in most beautiful location in Catskills.

FACING LARGE LAKE.

ADVANTAGES OF EVERY DESCRIPTION.

For information, HOTEL ST. REGIS, FLEISCHMANN'S STATION, N. Y.

STAMFORD NEW YORK

"Queen of the Catskills"

Elevation 1,809 feet. Cool, dry climate. Pure mountain water. Fishing, golf and baseball grounds; all amusements, all city improvements.

Booklets and information of Hotels, Cottages, rented, &c., at 1180 Broadway, New York. L. D. TRIMM, Rep. Phone 4748 Mad.

HOTEL KAATERSKILL

CATSKILL MOUNTAINS.

A Summer Outing Above the Clouds

Largest mountain hotel in the world. Table and service unexcelled. Garage; golf links, tennis, bowling, boating. Large orchestra.

Opens June 25th. Closes Sept. 15th.

Reservations of rooms can be made at 366 Fifth Ave., Room 716, New York. Telephone 5466 Murray Hill.

For Sale or Rent in the Catskills.

Two cozy and neatly furnished 7 and 10 room cottages, with bath, pantry, kitchen, sanitary plumbing, and barn, stables, and about 120 acres of land, consisting of meadows, pastures, vegetable garden, and woodland, with never failing springs and brook; most picturesque scenery and breezy location. Prices and rental very moderate. F. G. Strohmeyer, 139 Franklin St., New York.

THE REXMERE,

Stamford-in-the-Catskills. Opens June 23d. Private golf course. Boating. Daily concerts, etc. 40 suites, with bath. Elevators. For booklets address Moffatt & Peck, 1,180 Broadway, N. Y.

RIPLEY HOUSE, Hunter.—Charmingly located. Ideal Resort. Apply to L. A. Woodworth, Hunter, N. Y.

NEW YORK—Lake Luzerne.

Wayside Inn & Cottages

Lake Luzerne, N. Y.

Boating, Fishing, Golf, Tennis, Music, Dancing, Garage.

Write for Artistic Booklet. L. E. CROWLEY, Prop.

SUMMER RESORTS.

1 time, 20c. 7 times, $1.26. 30 times, consecutively or every other day, $5.00.

MOUNTAIN and LAKE RESORTS

This is the title of a beautifully illustrated book that will help you plan your summer vacation. There are 110 pages of information and pictures about Delaware Water Gap, The Pocono Mountains, Lake Hopatcong and many other attractive summer places in New York, New Jersey and Pennsylvania. The book may be had free by calling at any of the following ticket offices of the

LACKAWANNA RAILROAD.

NEW YORK—BROADWAY, cor. Wall St., cor. Howard St., cor. 28th St., cor. 40th St. BROOKLYN—505 Fulton St. Newark—Broad and Market Sts.

NEW YORK—Long Island.

A Seashore Hotel that is "different"

THE HOTEL

NASSAU

LONG BEACH

(Long Island)

Only 25 miles from New York City. A fireproof Hotel. 350 rooms—European plan. Special season rates. Hot and cold sea water in all baths. A new fireproof garage. Cuisine unexcelled in New York City. Under the management of

MERRY & BOOMER.

Also Managers Hotel Lenox, Boston.

Telephone 100 Long Beach.

WHERE TO GO THIS SUMMER

"Long Island Resorts," a book containing information about the various resorts on the Ocean and Sound Shore and the Central section of Long Island, with location, capacity, attractions and charges of the numerous hotels and boarding houses, free upon application at Long Island R. R. city ticket offices, 265 Fifth Av., (3d floor,) 120 B'way, 19 East 17th St., N. Y.; 336 Fulton St., B'klyn, or will be mailed on receipt of 6c. postage by the General Passenger Agent, 263 Fifth Ave., New York.

Mac Levy Farm,

MERRICK ROAD, BABYLON, L. I.

Week end trips of healthful recreation, comfort, rest, open air, exercise, handball, tennis, fishing, sailing, bathing, wholesome food; rates reasonable, including training and board under personal direction. MAC LEVY, 'phone 185—Babylon.

SEA VIEW HOUSE,

SAG HARBOR, L. I. J. K. Morris, Proprietor. Now open. Situated on Peconic Bay. Bathing, boating, and fishing. Table bountifully supplied from our own farm; homelike and comfortable; rooms single and en suite, with bath. Reached by L. I. R. R. and New York and New London boats. Catering to automobile parties a specialty.

MAC LEVY TRAINING FARM,

Your boy's health and physique will improve with splendid result, from outdoor exercise; handball, tennis, gymnasium, swimming pool with instruction, billiards, sailing, boating, fishing. Wholesome food; under family care. Personal Direction

MAC LEVY, BABYLON, L. I.

PROSPECT HOUSE

SHELTER ISLAND HEIGHTS, L. I., N. Y.

Opens June 25. Golf, Tennis, Yachting, Bathing, Garage. Delightful Climate. Pure Water. Booklet. N. Y. Office, 1,122 Broadway, cor. 25th St.

E. C. LANGWORTHY, Mgr.

EUREKA HOUSE,

Corner Cedar and Carleton St., Far Rockaway, N. Y.

A select family hotel; will open June 15th. Terms reasonable. MRS. A. S. TALLEY.

HOTEL ELMORE

SAYVILLE, L. I. Suites with bath; boating, bathing, tennis, golf; music. Booklet. JOHN SECOR.

HOTEL PASADENA,

Grove Av., ocean front, Rockaway Beach; Hammel's or Holland's station; open June 1.

NEW YORK—Thousand Islands.

THE HOTEL FRONTENAC

1000 ISLANDS, ST. LAWRENCE RIVER, N. Y.

OPENS JUNE 18th.

A magnificent Hotel, delightfully situated on an island in the St. Lawrence River, with an exclusive class of patronage. The favorite water for motor boats and boat racing. Fishing, boating, and all aquatic sports. A picturesque, nine-hole golf course free to guests of the hotel, clubhouse equipped with swimming pool, shower baths, etc. Tennis. Unequalled bass and fresh water fishing near hotel. For full information address C. G. TRUSSELL, Mgr. Town and Country, 389 Fifth Ave., New York. Also Mgr. Bon Air, Augusta, Ga.

NEW YORK—Haines Falls.

Sunset Park Inn

SUNSET PARK, IN THE CATSKILLS

Will be opened June 25 by the American Resort Hotel Company, in connection with six other leading resort hotels. Ideal mountain vacation country. No hay fever; canoeing, fishing, golf, tennis, motoring; orchestra.

H. W. KING, Manager.
Booking Agent, Clarence Becker, 1,180 Broadway, New York City.

THE CLAREMONT Haines Falls, N. Y. New house; for 75; tennis; golf. Circular. Samuel E. Rusk & Co.

NEW YORK—Warwick.

RED SWAN INN

WILL BE OPENED BY THE AMERICAN RESORT HOTEL COMPANY ON JUNE 15, in connection with six other leading resort hotels. Motoring distance from New York City. Golf, tennis; orchestra.

J. W. McCOACH, Resident Director. Reservations and booklet from executive office, 1415 Arch Street, Phila.

NEW YORK—Liberty Station.

WALNUT MOUNTAIN HOUSE

Liberty Station, N. Y.

A Modern Hotel, elevation 2,440 ft.; with golf, bathing; unsurpassed views; livery and garage; French cuisine; spacious verandas and miles of walks through hotel park. For illustrated booklet and rates adress L. A. LOUIS, Mgr.

1 West 34th St., N. Y. City

NEW YORK—Putnam County.

FOREST HOUSE AT INTERLAKEN

LAKE MAHOPAC, N. Y.

A modern family hotel, delightfully located in private park, fronting on two lakes; acres of lawns and shade trees; two miles of private walks, beautiful mountain scenery and high altitude; fifty miles from New York; select patronage. Booklet on application. Now open.

DEAN HOUSE Lake Mahopac, Putnam Co., N. Y.

Old Summer Resort, pleasantly located, commodious lawns running to lake; fine shade trees; perfectly healthy. Booklet sent on application.

A. H. DEAN, Proprietor.

NEW YORK—Briarcliff Manor.

Briarcliff Lodge

BRIARCLIFF MANOR, NEW YORK

Under the management of DAVID B. PLUMER.

GEORGE W. TUTTLE, Assistant Manager.

N. Y. Office, Windsor Arcade. Tel., 3278 Murray Hill.

NEW YORK—Ulster County.

THE OVERLOOK

Woodstock, Ulster Co., N. Y.

June 15th to October 1st; accommodating 150 guests. HIGHEST SITUATION IN CATSKILL MOUNTAINS. Scenery unsurpassed. Cool throughout the Summer. Excellent cuisine. Select patronage. Tennis, billiards, pool, bowling, camping trips, etc. Music and dancing. Rates $10 to $14. For booklet address T. TUPPER, Stuyvesant Studios, Gramercy Park, N. Y. C.

NEW YORK—Sullivan County.

ECKSTEIN BROS The Palatine, Box A, White Lake, Sullivan Co. Reduced rates for June.

SUMMER RESORTS.

1 time per line, 20c. 7 times, $1.26. 30 times, consecutively or every other day, $5.00.

PENNSYLVANIA.

Delaware Water Gap. Mount Pocono, Stroudsburg

Cresco, Pocono Summit, Delaware Valley.

A region of woodland and water in Monroe and Pike Counties, Pennsylvania, varying in elevation from one to two thousand feet, with a special fast express service from New York over the Lackawanna Railroad; with the beautiful Delaware River for boating, bathing, fishing; with good roads, three excellent golf courses, magnificent springs and trout streams; a region where you may breathe dry, pine-laden air, enjoy cool, restful nights and escape humidity, malaria and mosquitoes. Booklets and full information about every house in this region at

RESORT BUREAUS, 429 Broadway, New York City, and 505 Fulton St., Brooklyn, N. Y.

For names of houses see next Sunday's issue.

NEW YORK—Saratoga Springs.

Saratoga
The Grand Union
Opens June 25th

WOOLLEY & GERRANS, Proprietors.

Full particulars can be obtained at the HOTEL MARIE ANTOINETTE, Broadway, 66th to 67th St., New York.

NEW YORK—Adirondacks.

ADIRONDACK MOUNTAINS.

THE WAWBEEK

(Hotel and Cottages)

Will open on June 24th for the Thirteenth season under same management. Most comfortable and Homelike. Private Cottages with hotel service. Table will be kept at usual high standard. Rooms with bath. Special terms for full season. Rustic Grill. Send for booklet.

J. BEN HART, Wawbeek, N. Y.

THE SAGAMORE On Long Lake. In the heart of the Adirondacks.

Modern and first class. Rooms en suite; private baths; single rooms.

Bass and trout fishing, boating, fine tennis courts, &c.

Booklet on application. Call or address JAS. H. REARDON, Town and Country Hotel Bureau, 389 Fifth Avenue, New York.

STAR LAKE INN

OPENS JUNE 24TH, 1910.

Altitude 2,000 feet; accommodates 200; good boating and fishing; grand scenery; no hay fever; electricity; orchestra; telephone; rooms with bath; rates reasonable. Booklet B. Address J. M. SAYLES, 269 Partridge Street, Albany, N. Y.

ADIRONDACKS.

TAYLOR HOUSE AND COTTAGES ON SCHROON LAKE, N. Y.

Write for Booklet. C. F. Taylor, Jr., Mgr., at Grand Hotel, B'way and 31st St., N. Y.

NEW JERSEY—Atlantic City.

THE ABSECON

formerly The Belmont

Virginia Ave. Near Beach.

ATLANTIC CITY, N. J.

European and American Plan.

Absolutely new management. Fireproof. Has been this year refurnished and redecorated. New plumbing, new carpets, painted and papered throughout at a cost of nearly $20,000. Rates moderate. Service good.

O. D. PAINTER.

THE BEACH FRONT HOTEL PAR EXCELLENCE

THE SHELBURNE

ATLANTIC CITY, N. J.

EUROPEAN or AMERICAN PLAN.

JACOB WEIKEL, Manager.

GRAND ATLANTIC HOTEL

Virginia Avenue, near Beach. Capacity, 500. Renovated throughout and refurnished. Entirely new management. Hot and cold sea water in all baths. Elevator, fine porches, etc. Table a feature. Special $12.50 up weekly; $2.50 up daily. Coach at trains. Booklet. COOPER AND LEEDS.

THE WILTSHIRE Virginia Ave. and Beach. Ocean view; Greatly improved and refurnished. Cap. 350. Private baths, running water in rooms; elevator, sun parlor, &c. Music. Special—$12.50 up weekly, $2.50 up daily. Booklet. SAMUEL H. ELLIS.

Atlantic City.—Private cottage; excellent accommodations for guests requiring refinement, quietness, home comforts, with exceptionally good table; strictly modern home in exclusive residential section, near beach and boardwalk; very desirable for recuperating. 26 North Brighton Avenue.

FREE Guide of ATLANTIC CITY

Handsomely Illustrated Official Hotel, Street and Amusement Guide Book, with maps, tide and R. R. timetables, etc. Edition limited. Write to-day. Inclose stamp. PUBLIC SERVICE ASSOCIATION, Atlantic City, N. J.

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BEFORE GOING ON YOUR VACATION SEND 2 CENTS POSTAGE FOR A HANDSOMELY ILLUSTRATED 54 PAGE COMPLETE HOTEL, STREET AND AMUSEMENT GUIDE WITH ONLY CORRECT MAP OF ATLANTIC CITY. FREE DISTRIBUTION BY INFORMATION BUREAU No. 7 N. Y. AVE. ATL. CITY N. J.

Marlborough-Blenheim

ATLANTIC CITY, N. J.

Josiah White & Sons Company.

HOTEL JACKSON,

Adjoining Boardwalk and Steel Pier. Elevator. Beautiful new cafe. J. H. Gormley.

MILLER COTTAGE 9 to 15 N. Georgia Ave. Capacity 250. Noted for its table. $1.00 daily, $6.00 weekly and up until July 1. Established 31 years.

Ask Mr. Foster—Free information, Flat-iron Building Arcade.

NEW JERSEY—Sea Girt.

THE TREMONT Sea Girt, N. J.

Directly on the beach; every room full ocean view; moderate rates. S. Hinkson Woodward, Mgr.

NEW JERSEY—Ocean Grove.

HOTEL MAJESTIC,
OCEAN GROVE, N. J.
DIRECTLY ON THE BEACH.

Modern equipment. Elevator. Illustrated Booklet. 'Phone 809. CLEMENT & CLEMENT.

BRYN MAWR HOTEL

Centrally located. Modern improvem'ts. J. B. Sherman.

NEW JERSEY—Spring Lake.

THE NEW BREAKERS,

SPRING LAKE BEACH, NEW JERSEY.
NOW OPEN. LOUIS N. MOSS.

NEW JERSEY—Lake Hopatcong.

LAKE HOPATCONG, N. J.

1,000 feet above sea level. A place where you can be really cool this Summer. Only 47 miles from New York on Lackawanna Railroad.

NEW JERSEY—Long Branch.

LONG BRANCH, N. J. For Literature write J. B. B. Bobbitt, 200 Broadway.

PENNSYLVANIA.

Delaware Water Gap. Mount Pocono, Stroudsburg

Cresco, Pocono Summit, Delaware Valley.

A region of woodland and water in Monroe and Pike Counties, Pennsylvania, varying in elevation from one to two thousand feet, with a special fast express service from New York over the Lackawanna Railroad; with the beautiful Delaware River for boating, bathing, fishing; with good roads, three excellent golf courses, magnificent springs and trout streams; a region where you may breathe dry, pine-laden air, enjoy cool, restful nights and escape humidity, malaria and mosquitoes. Booklets and full information about every house in this region at

RESORT BUREAUS, 429 Broadway, New York City, and 505 Fulton St., Brooklyn, N. Y.

For names of houses see next Sunday's issue.

PENNSYLVANIA—DelawareWaterGap

WATER GAP HOUSE

THE MOUNTAIN PARADISE.

DELAWARE WATER GAP, PA.

Remains open to December; unquestionably the leading and finest hotel in this region for those who seek the best in appointment, cuisine, service, comfort, and location; every indoor entertainment and outdoor pastime; special early season rates; booklet of camera views and auto maps mailed; fourth season. JOHN PURDY COPE.

THE KITTATINNY

The leading hotel at Delaware Water Gap, Pa. Every convenience and amusement. Saddle horses and instructors. Write for booklet showing hotel, auto maps, etc. G. FRANK COPE.

THE KITTATINNY is not connected with any other hotel at the Water Gap.

PENNSYLVANIA—Canadensis.

NEW SPRUCE CABIN INN.—Where you CAN catch trout. Rooms en suite and with private baths. Booklet. W. J. & M. D. PRICE, Canadensis, Pa.

NEW JERSEY—Summit.

For rest, health, good living.

PARK HOUSE,

SUMMIT, N. J.

40 minutes from New York; high altitude; beautiful lawns, drives, golf and tennis grounds. Private baths. Terms moderate. Open all year. Booklet.

NEW JERSEY—Seabright.

PENINSULA HOUSE.

350 ft. ocean beach; surf bathing; cuisine unexcelled; superior orchestra; tennis; beautiful drives; select families; Sandy Hook boat or rail; open June 28. Seabright, N. J., C. H. DEDERER, Proprietor.

NEW JERSEY—Asbury Park.

THE WINTHROP

Asbury's new and modern Hotel.

Open June 15 to September 1.

Clement & Yerkes, Props. K. O. Walter, Mgr.

Select Family Hotel on the Beach.

THE WELLINGTON North Asbury Park.

Rooms, with bath. 'Phone 358. B. B. Smith.

WINDEMERE 304 Fourth Ave., 3 blocks from Ocean. Elegant table. Cap. 40. A. & E. Hart.

NEW JERSEY—Allenhurst.

The Curlew and Cottages

ALLENHURST, N. J. OPENS JUNE 29.

Delightfully situated on ocean front; modern in every detail; caters only to a discriminating clientele. Under new management.

EDWARD H. CRANDALL.

NEW ENGLAND—Massachusetts.

HOTEL ASPINWALL

LENOX, MASS.

O. D. SEAVEY, Manager.

ON THE IDEAL TOUR

Magnificent Scenery, Beautiful Drives, Invigorative Climate, Pure Water, Finely Equipped Garage & Stables. Choice Villa Sites For Sale.

Finest Resort in the Famous

BERKSHIRE HILLS

BERKSHIRE HILLS

The Maplewood

Pittsfield, Berkshire Co., Mass.

NOW OPEN

Send for 1910 Booklet and Auto Road Map.

ARTHUR W. PLUMB.

BROOKSIDE LODGE.—In the heart of the famous Hills; altitude 1,800; extensive grounds; spacious verandas; bathing and trout fishing. For booklet address Manager, Brookside Lodge, Monterey, Mass.

NEW ENGLAND—New Hampshire.

Waumbek & Cottages

Jefferson, N. H.

In the White Mountains

OPENS JUNE 25TH.

Delightful family resort. Well-kept 18-hole golf course. On famous scenic auto routes. Detached family cottages, completely furnished, with hotel service. Address CHARLES V. MURPHY, Manager.

FOREST HILL HOTEL AND COTTAGES

FRANCONIA, N. H.

The most beautifully located hotel in the entire WHITE MOUNTAINS district, with unrivalled scenery. NO HAY FEVER.

OPENS JUNE 30. Boston office 12 India St. FRANK H. DANFORTH, Manager.

NEW ENGLAND—Maine.

Ottawa House & Cottages

Cushing's Island,

PORTLAND HARBOR, ME.

Opens June 23. Always cool, invigorating climate; pure spring water; beautiful scenery; country and seashore combined; all amusements. For booklet, rates, etc., address BOYCE & HATFIELD,

Hotel Melbourne, Madison Av. & 92d St., N. Y.

THE LOUISBURG BAR HARBOR, Me.

and Cottages

OPEN JULY 1 TO SEPTEMBER 25.

A hotel noted for cuisine and service. Elevator, private baths, telephones in suites; all modern improvements. M. L. BALCH, Prop., The Louisburg, Bar Harbor, Me., or Town & Country, 389 Fifth Ave., N. Y.

Lake Bomoseen, Vermont. Prospect House; sanitary plumbing, electric lights; garage; milk, cream, vegetables from hotel farm; booklet. H. B. Ellis, Mgr.

NEW ENGLAND—Vermont.

The Center of Summer Golf

EQUINOX HOUSE

MANCHESTER, VERMONT.

Open June 15 to October 15. On THE IDEAL TOUR.

THE GLENWOOD In the pines, Lake Bomoseen, Hydeville, Vt. Rates, $9 to $14. W. C. Mound, Prop.

NEW ENGLAND—Connecticut.

FENWICK HALL Fenwick-on-the Sound.

Golf, tennis, bathing, boating; rooms with bath; elevator; booklets.

H. C. CHAPMAN, Prop.

BUSINESS TROUBLES

ISRAEL GOLDFARB.—Judge Hough has dismissed the petition in bankruptcy filed on Sept. 11, 1909, against Israel Goldfarb, dealer in diamonds and precious stones at 51 Maiden Lane.

TRIUMPH CLOTHING COMPANY.—Judge Hough has dismissed the petition in bankruptcy filed on April 26 against the Triumph Clothing Company, manufacturer of children's clothing, at 20 West Third Street.

ROBERT E. LANE.—Robert E. Lane, dealer in cigars and tobacco at 16 Wall Street, 71 and 111 Broadway, 20 and 25 Broad Street, has made a settlement with his creditors at 60 cents on the dollar, payable 15 cents cash and the balance in three notes of 15 cents each, payable in six, nine, and twelve months, and yesterday Judge Hough confirmed the composition. Liabilities were $41,662 and assets $31,850.

NEW AMSTERDAM MOTOR COMPANY.—Judge Hough has appointed Jesse Watson receiver in bankruptcy for the New Amsterdam Motor Company of 152 West Fifty-sixth Street, bond $3,000. Assets are estimated at $10,000, in autos, office furniture, supplies, machinery, storage supplies, equipment, and accounts. On June 6 it was stated that the Crawford Automobile Company took away some autos, claiming that they were its property.

SAM DUKMAN.—A petition in bankruptcy has been filed against Sam Dukman, dealer in jewelry and notions at 154 Norfolk Street, by Abraham Minchenberg, a creditor for $510. It was alleged that he was insolvent, made preferential payments of $1,000, and transferred merchandise and accounts of $1,000. Judge Hough appointed Harry Osterman receiver, with a bond of $1,000. It was stated that the assets were $1,500 in stock and accounts.

LA BLANCHE WAIST COMPANY.—Judge Hough has appointed Charles L. Cohn receiver in bankruptcy for the La Blanche Waist Company of 133 Mercer Street; bond $1,000. Assets are estimated at $2,000. It was stated that there has been a quarrel among the partners. Messrs. Szerlip and Scharfman are on one side against Mr. Knee, and the first two have consented to the bankruptcy proceedings. A chattel mortgage for $500 was recently placed on the machinery.

PHILIP BOLOGH & CO.—Judge Hough has denied a discharge from bankruptcy to Philip Bologh and David Samlovitz, partners in the firm of Philip Bologh & Co., roofers and cornice makers, of 2,572 Park Avenue, who had a sub-contract on the Public Library, at Fifth Avenue and Forty-second Street, and against whom a petition in bankruptcy was filed by Henry W. Sykes for creditors on March 31, 1909. The denial was based on the report of Peter B. Olney, referee in bankruptcy, that they drew out $2,220 from the bank a few days before the bankruptcy and used the money to pay individual debts.

MARCUS & SCHERR.—Schedules in bankruptcy of Marcus & Scherr, manufacturers of suspenders, of 428 Broadway, show liabilities of $36,806 and assets of $4,920, consisting of proceeds of a sale of stock and machinery by the receiver, $4,232; equity in assigned accounts, $677, and cash in bank, $11. Among the creditors are James F. Molloy & Co., New Haven, $7,995; T. Martin & Brother Manufacturing Company, $5,624; American Mills Company, Waterbury, Conn., $4,658; Connecticut Web Company, $4,183; Waterbury Buckle Company, $2,078, and Russell Manufacturing Company, Middletown, Conn., $2,026. E. W. Scherr has individual liabilities of $4,000, loan by Rosina Scherr, and his life is insured for $25,000 in favor of his wife.

MUNZER LEATHER GOODS COMPANY.—A petition in bankruptcy has been filed against the Munzer Leather Goods Company, manufacturer and retailer of leather goods at 520 Broadway, by these creditors: Abraham C. Bernstein, $1,000, and Simon Goldman, $22. It was alleged that the company was insolvent, made preferential payments of $1,500, and transferred merchandise and accounts of $2,000. The company was incorporated under New York laws on Nov. 26, 1905, with capital stock of $25,000. Eugene I. Munzer is President, and his wife is Secretary and Treasurer. Judge Hough appointed Marcus Helfand receiver, with a bond of $2,000. It was stated that liabilities are over $10,000 and assets $3,500, consisting of stock and machinery, $2,000, and accounts, $1,500.

JOHN D. PHILLIPS.—John D. Phillips, wholesale jeweler, of 31 Maiden Lane, who was ordered by the United States District Court some time ago to pay $18,115 to his trustee in bankruptcy and adjudged in contempt of court for not paying the money, applied to Judge Hough to purge himself from contempt by paying $8,000 in full of all obligations. Judge Hough rendered a decision yesterday and fixed the amount at $9,000. The Judge said: "It may be true that the bankrupt is not now able to help his creditors as shortly before the failure; if so it is his own fault. For reasons often explained to counsel, it is the desire of the court to treat this bankrupt leniently, but he must make good the tentative offer—a suggestion made so long ago. Exactly what that means is something not to be decided with mathematical certainty, and counsel are not agreed upon it. I think $9,000 is a fair compromise between the contentions; if that amount be paid to the trustee Phillips will be released from the operation of the contempt order—otherwise not." A petition in bankruptcy was filed against Phillips on Nov. 28, 1908, and Judge Hough denied a discharge on Jan. 22, 1910. His liabilities were $38,764 and assets, $8,280.

Discharges from Bankruptcy.

Judge Hough in the United States District Court yesterday granted discharges to these bankrupts:

A. A. WEEKS-HOSKINS COMPANY, wholesale stationery and office supplies, 354 Broadway; liabilities, $150,972.
CHARLES W. GRAY, actor; liabilities, $1,094.
SIMON HEERSTADT, lumber, 60 Broad Street; liabilities, $8,361.
ISRAEL MAYER, picture

COURT CALENDARS FOR TO-DAY.

FEDERAL.

UNITED STATES CIRCUIT COURT—Hand, J.—Equity calendar. 37—Chadeloid v. Chicago Wood Finishing Co.

UNITED STATES CIRCUIT COURT—Platt, J.—Equity calendar. Case on, 47—Madden v. Star Co.

UNITED STATES DISTRICT COURT—Hough, J.—Admiralty. 178—Otis v. Tug Transfer No. 20. 176—Boffey v. Arbuckle & Jameson. 180—Union Ferry Co v. Steamboat Providence. 139—Paulson v. City of N Y. 188, 141—United Transp Co v. N Y & B Transp Co. 191—Carter v. Yacht Aloha.

STATE.

SUPREME COURT—Appellate Division—Ingraham, P. J.; Laughlin, Clarke, Scott, and Miller, JJ. Enumerated motions. 399—Schmidt v. Simpson. 450—Winston v. Aktiengossellschaft. 468—Duryea v. Gulick Co. 472—Guggenheim v. Wahl. 474—People v. Elsenstock. 475—People v. Miller. 501—Swing v. Wanamaker. 455—Met Trust Co v. Skitt. 429—People v. Tillman. 403—Rallsher v. Browning King Co. 454—Battelle v. Mercantile Warehouse Co. 461—People v. Gottlieb. 305—Niagara Woolen Co v. Pacific Bank. 470—Rogan v. Met Savings Bank. 442—Vaughan v. McGowan.

SUPREME COURT—Special Term—Part I.—Giegerich, J.—Litigated motions. 1—In re Wanamaker. 2-3—City of New York v. Fleisch. 4—Strauss v. Lach. 5—Maxwell v. Maxwell. 6—Arriola v. Mexican National Packing Co. 7—McDonald v. McDonald. Herzog v. Cont Imp Co. 9—Harris v. Werthman. 10—Brodie v. Towne. 11—New York & West Ry v. Hyde. 12—Everdell v. Bankers' Life Ins Co. 13—Dexter v. Rieman. 14—Morrisey v. Jefferson. 15—In re Malcolm. 16—Mead v. Cohen. 17—Hammel & Co. v. Goldner. 18—Seery v. Thornton. 19—Cottrell & Son v. Seymour. 20—Mencher v. Mencher. 21—Hollender v. Hudson. 22—Sutton v. Sutton. 23—Von Blanckenhagen v. Prince. 24—In re Morrison. 25—Solomon v. Abeles. 26—Julian v. McIntyre. 27—More v. Ernst. 28—Morrison v. Chapman. 29—People v. Moore. 30—Gallagher v. Appley. 31—Minrath v. N Y Investment Co. 32—Schenheim v. Kite. 33—Levy v. Sulinski. 34—Kerby v. Manhattan College. 35—Stewart v. Ellison. 36—In re Michel. 37—Sorgen v. Prendergast. 38—Heilman v. Lefkowitz. 39—Fleming v. Smith. 40—Walsh v. Rodgers. 41—Bradford v. N Y & College Point Ferry. 42—Goldberg v. Cohn. 43—Johnson v. Litchfield. 44—Schwartz v. Meade Trans Co. 45—Thomas v. Beane & Co. 46—Wigmore v. Thomet. 47—Rosasco v. McKeefrey. 48—Devlin v. Jolline. 49—Richetsky v. Krischok. 50—Sheets v. Kioeble. 51—In re Hart Co. 52—Hodgson v. Chinatown Charley Co. 53—Matter of U S Restaurant Co. 54—Hulzman v. Golomb. 55—McKenna v. McKenna. 56—Hughes v. Hughes. 57—Carter v. Oliver. 58—In re Burlow. 59—Sutton v. Sutton. 60—Faerber v. Lookstein. 61—Harrington v. Old Dominion SS. Co. 62—Worden v. Ranger. 63—Killough v. McClellan. 64—In re Fort George Street Railway. 65—Slavin v. Consolidated Chandelier Co. 66—Hines v. Harris. 67—Del Gaudio v. Del Gaudio. 68—Trotta v. Wolkowitz. 69—In re 229th St. 70—In re Cochran. 71—Levine v. Levine. 72—Norton v. Wilson. 73—Waller v. Waller. 74—Hachemeister v. Jetter. 75—Swartout v. Schefleberg. 76—De Jong v. De Jong. 77—People v. Bartolicius. 78—Clark v. Addicks. 79—Stein v. Stein. 80—In re Appell. 81—In re Van Norden Trust Co. 82—Whitney v. Kenniston Co. 83—Teufel v. North Am Dist Co. 84—Weichert v. Weichert. 85—Post v. Connah. 86—Shields v. Joline. 87—Coleman v. same. 88—Basch v. same. 89—Markowitz v. same. 90—Shields v. same. 91—McEntegart v. McAneny. 92—In re Hess. 93—Kaiser v. Van Brink. 94—Sturzenegger v. Kilpatrick. 95—Oethinger v. Brown. 96—In re Sheehan. 97—Venuto v. Lizzo. 98—Herbst v. Herbst. 99—Johnson Service Co v. Hitchcock. 100—Foulds v. Bregstein. 101—Blugger v. Ashley. 102—Olsen v. Avery. 103—Am Woolen Co. v. Cohen. 104—State Bank v. Cohen. 105—In re Blau. 106—Woodhull v. Woodhull. 107—Casey v. Mercantile Warehouse Co. 108—State Bank v. Cohen. 109—Brooks Bros v. Tiffany. 111—Sauber v. Home Trust Co. 112—Glennon v. Star Co. 113—Dadson v. Allaire. 114—Pfender v. Depew. 115—Ferguson v. Nottier. 116—Sinn v. Baruch. 117—In re Lourie. 118—Wood v. Nieman. 119—Clarke Con Co v. Prendergast. 120—Solomon v. Gainsburg. 121—Connelly v. New Amst Motor Co.

SUPREME COURT—Special Term—Part II.—Erlanger, J.—Ex parte business.

SUPREME COURT—Special Term—Part III.—Bischoff, J.—Motions. Demurrers. 2532—Callen v. Mason. 2534, 2538—Rau v. Yates. 2540—Coffin v. Parshall. Preferred Causes. 5777—Ellis v. Ellis. 6014—Slade v. Squier. 6971, 5972—Van Dyke v. Webb. 6035—Chatman v. Mash. 5969—Nichols v. Nichols. 6221—Lamant v. Wand. General Calendar. 2327—Kaplan v. Zalleis. 4022—Hirsch v. Cohen. 4273—Drayton v. Franco-Am Ferment Co. 5139—Smith v. Smith. 4468—Gibson v. Fuller Realty Co. 4314—McEntyre v. McIntyre. 2907—Brewster v. Brewster & Co. 4096—Long Acre Elec Light, &c. Co. v. Moore. 4942—Wilson v. Spratley. 5735—De Brion v. Busch. 4415—Langille v. Langille. 4095—Rinkado v. Live Oak Copper Mining Co. 5741—McGarry v. McGarry. 5750—Meller v. Gershowitz. 5767—Wallace v. Wallace. 5790—v. Duchovno. 5781—Sutliff v. Sutliff. 5790—Auburn Const Co v. Kohn. 5778—Duchovno v. Duchovno. 5781—Sutliff v. Sutliff. 5799—De Jong v. De Jong. 5822—Reich v. Miller. 5833—Italian Sav Bank v. Pisani. 5846—Becker v. Becker. 5863—Lockwood Co. v. Meteor Realty Co. 6219—Hoffman v. Brooks. 4450—Talamini v. Donna Tile Co.

SUPREME COURT—Special Term—Part VI.—O'Gorman, J.—Certiorari and special franchise cases.

SUPREME COURT—Trial Term—Part I., (Criminal Term)—Davis, J.—1—Walter Herbert. 2—Michael Noonan. 3—Max Lewin. 4—Benson Lang. 6—Andrew S Wilson. 8—Louis Gentler.

SUPREME COURT—Trial Term—Part II.—Newburger, J.—8081—Gadouneix v. Gadouneix. 8083—Wolf v. Wolf. 7826—People ex rel Hurley v. Darlington. 7492—Friedman v. Korn. 7485—Kurland v. Same. 6527—Pike v. Ullman. 7906—Plantere' Natl Bank v. Larkin. 7947—Levy v. Ironclad Mfg Co. 7703—Eisenberg v. Lefkowitz. 7910—Bradley v. Bird. 7915—Pierce, Butler & Pierce Mfg Co v. Schmidt. 7916—Cohen v. Stern. 7561—Brigson v. Williamson. 7962—Healy v. Same. 8050—Savoy Trust Co v. Kelborn. 8020—Thomson v. Munroe. 8084—Zenith Butter & Egg Co v. Freedman. 7833—State Bank v. Saltzman.

SUPREME COURT—Trial Term—Part VIII.—Amend, J. Inquest. 3537—Wagner v. Stevenson. 7480—Dramehauser v. Pelham Operating. 4067—Caughran v. Olcott. 4202—Pfok v. Angstein. 4018—Craffono v. Erasmo. 4009—Capra v. Martin. 4082—Silk v. J. J. Hart Co. 4082—Same v. same. 4097—O'Donnell v. Am Tobacco Co. 7312—Priolo v. C. H. Southard Wrecking and Trucking Co. 4044—Rosenstock v. R. Reid Co. 3510—McGowan v. N Y Cont Co. 4042—Quinn v. City of N Y. 4041—Callahan v. Un Eng & Con Co. 4127—Gleason v. City of N Y. 7359—P. Prisco v. City of N Y. 7360—L. Prisco v. City of N Y. 8792—Gregory v. Knight. 8268—Morris v. Zimmerman. 4204—Studell v. Old Dominion S S Co. 4206—Millinger v. Bolchardt. 4208—Lindheim v. Dean. 4211—Verga v. McCreery. 4212—Meyer v. Ehret. 22—Sullivan v. Alton. 2820—Schechter v. Berger Mfg Co. 4074—Wodnalowsky v. Van Wyck. 4045, 4046—Gorman v. City & Suburban Homes Co. 4056—Movius v. City of N Y. 4103—Zuinack v. Muschenheim. 4077—Eaton v. Press Pub Co. 8105, 3108—Tietelbaum v. Consol Gas Co. 4157—Senzolsky v. Unger. 1917—Balten v. New York Cont Co. 1918—Jackson v. same. 8737—Volz v. City of New York. 4174, 4175—Kelly v. New York Taxicab Co. 4198—Gabriel v. City of New York. 4220—Volkmer v. Meyer. 4234—Reilly v. O'Rourke Co. 4237—Prayer v. Marron Co. 4241—Cohen v. N Y Edison Co. 4242—Kolle v. Beakes Dairy Co. 1248—Arachtingo v. Winant. 4283—L'Avallo v. Emery. 4254—Sternfield v. Celleti. 4255—Tenenbaum v. Hasensky.

SUPREME COURT—Trial Term—Part XIV.—Gerard, J.—362—Nichols v. Fidelity & Casualty Co. 3073—Condict v. Onward Const Co. 5407—Philip Hand & Co v. 14th St Store. 5200—Swing v. Smith. 5643—Fink v. Teichman Eng, &c, Co. 5464—Les v. Jamaica Park, &c, Co. 5589—Dwight v. Guanajuato, &c, Co. 5316—Filler v. Grossman. 5433—Moore v. Mooney. 4488—Burns Restaurant & Hotel Co v. McCrea. 5242—Cone v. Adler. 3963—Asphalt Pav & Const Co v. City of N Y. 3964—Same v. same. 1994—Millard Const Co v. Aetna Indemnity Co. 5386—Levy v. Levinson. 4249—Gans v. Montgomery. 5688—80—People, &c, v. —Kullman v. Kest. 8076—People, &c, v. Harrison St Cold Storage Co. 2844—Warwick v. Zimmerman. 5591—Sutton v. Hearn. 5356—v. Franco v. Radt. 5068—Wm Hagemann & Co v. Walsh. 4383—George v. Charlton. 5488—Marsh v. Goldsmith. 4222—Majestic Hotel Co v. Lewis. 5532—Hayman v. Pat Casey Agency Co. 5381—Fonda v. Bregstein. 3402—Wund v. Hughes. 5507—Franco v. Radt. 5558—Caldwell v. City of N Y. 4439—Haff v. Ebling Brew Co. 2307—Caughey v. Lewis. 4062—Morgenroth v. Goodale. 2011—Marsden v. Holden. 4529—Condon v. Mack Bros Motor Car Co. 7841—Clement v. Frasca. 7842—Same v. Jacobus. 5358—Adler v. Marks. 5551—Buck v. Faucett. 5104—Vassar v. Kluge. 1750—Mayer v. Improved Property Holding Co. 5179—Lanning v. Trust Co of America. 4000—Bradley v. Perlman. 5253—Johnson Co Sav Bank v. Fox. 2385—Bracken v. Coyne. 5640—Zaiders v. Baumgarten. 7759—Cohen v. Sun Ins Office. 4391—Edson v. Hammond. 4795—Hart v. Eckerson. 4156—Leiman v. Kuirs.

SURROGATES' COURT—Chambers—Cohalan, S.—Motion calendar. William H. Barnes, Domenico Di Vasto, Nina Louise Rieger, Nannette C. Richard, Edward Kapp, Frank C. Meehan, Annie Rosse or Lang, Peter Schiaeppi, Mary E. Moody, Theresa B. Kelly, Joseph Horton, Sarah Berghaus, Mary Ann Kiernan, Giovanni Spada, Domenico Magro, Anna Justina Margulis or Guempel, Rosa Clark, Mayer S. Ascheim, Jacob Levy, Robert Porterfield, Francesca Lalla, Benjamin F. Dexter, William H. Barnes, Margaret Ritz, Jacob M. Laes, Louise Jabusch, Isabelle Dailey, Maria L. Ives, Hans Heinlein, Mary Cavanagh, Augustus W. Cruikshank, Mary Faighery, Louisa Hamberg, Onofrio Casa, Jeremiah Moriarty, Margaret A. S. Freeman, John G. Lamne, Abijah M. Roberge, Mary Ward, Mary H. Hunt, George M. Botchford, Louis Preston Hollander, Charlotte Urig, John Murphy, Maria E. Jones, Mary Blaha. Wills for probate. Hannah J. Price, Jennie N. Ubert, Sarah S. B. Donnell, John W. Steinebach, Samuel Prince, Lucy F. Rosenberg, Elizabeth McArdle, Edward McMahon, William Chappell, Everetta C. Whitney, Cerefta D. Norton, Carolina Genthna, Thomas B. Counselman, Horan C. Driggs.

SURROGATES' COURT—Trial Term—Thomas, S.—Contested wills. Henry Hirsch, John C. Clarke, John M. Burke, Della Smith, Jane Farrell.

CITY COURT—Trial Term—Part I., Green, J.; Part II., La Fetra, J.; Part III., Delehanty, J.; Part V., Lynch, J.; Part VI., Finelite, J.; Part VII., McAvoy, J.; Part VIII., Schmuck, J. Calendar called in Part III. at 9:45 A. M. 2763—Dose v. Hirsch Bros. 7635—Levine v. Brown. 7049—Goldstein v. Mandel. 4155—Chase Granite Co. v. Quinn. 7448—Brunjes v. Schaeffer. 7449—Brunjes v. Schaeffer. 7450—E A Strout Co v. Claudins. 7512—Lack v. Joline. 5325—Curtis v. Dodge Co. 5073—Hoff v. Doelger. 7082—Nestor Mfg Co. v. Bangs. 7396—Davy v. Lyons. 6799—Gerstenfeld v. German. 7527—Providence Stock Co v. Tannenbaum. 7329—Meehan v. Joline. 7530—Parschefsky v. Cathedral Realty Co. 7532—Lesser v. Marcus. 7533—Kaufmann v. Fox. 7536—Lowy v. Burns Bros. 7537—Weinstein v. Lazarus. 7538—Same v. Goldman. 7539—Jurofsky v. Hamburg-Am Packet Co. 7540—Wechsler v. Lindermann. 7541—Lacher v. Palisnik. 7542—Trogovnick v. Mindt. 2968—Pokress & Co v. Russell. 7543—Margulis v. Mitchell & Kronenberg Co. 7544—Wolfson v. Polonsky. 7545—Pallidino v. Weinstein. 7546—Band v. Bindsell. 7547—Haeusler v. Mooney. 7548—Same v. same. 7549—Schug v. Wagner. 7550—Levin v. Silberblatt. 7551—Green v. Rosenwasser. 7551½—Perless v. Brecher. 7553—Krauss Engineering Co. v. McKinnon. 7555—Medvedev v. Medvedev. 7557—Friedman v. Levkowitz. 5527—Ward v. Tennant. 7419—Duell v. Dilg.

CITY COURT—Trial Term—Part IV.—Donnelly, J.—Short causes. 2201—Blank v. Jacobs Co. 2204—Gallagher v. Met St Rv. 2230—Lummis v. Cuthbertson. 2200—Jamestown Mantel Co v. Sun Const Co. 2217—Dorsky v. Meslin. 2131—White v. Mendel, Goldstein, &c. 2206—Plum v. Talkin. 2207—Horgan v. N Y Metal & Ceiling Co. 2231—Moriarity v. London Guar & Accident Co. 2120—Belsky v. McLean. 2178—Dunphy v. Mitchell. 2175—Rothstein v. Rothstein. 2163—Baker v. Hacker. 2224—Stronberg v. Cohen. 2229—Heyman v. Schulman. 2172—Regan v. Collier. 2176—Grant v. Christian. 2179—Minzesheimer v. Dinkelspiel. 2205—Rosenfeld v. Shaff. 2212—Polinsky v. Cohen. 2218—Wainwright v. Hermann. 2228—Hartman v. Firing. 2227—Papernick v. Cohen. 2181—Yeates School v. Bramwell. 2241—Litwin v. Ullman. 2250—Ennever v. Shaw. 2257—Ulick v. Smerling. 2258—Sickels v. Flannery. 2259—Nicholson v. N Y School, &c. 2260—Blitz v. Juster. 2261—14th St Bank v. Finkelstein. 2265—Seymour v. O'Shea.

Referees Appointed—New York.

SUPREME COURT—Erlanger, J.—Sager v. Broadbelt—Colin W. McLennon.

SUPREME COURT—Giegerich, J.—Partridge v. Wallenstein—George W. McClune, Lehmaier v. Gumpert (2)—Percival H. Gregory.

CITY COURT—O'Dwyer, C. J.—Hendrickson v. Austin—Charles W. Ridgway.

CITY COURT—Lynch, J.—Cosgrove v. Diamond—John H. Mulcahy.

Receivers Appointed—New York.

SUPREME COURT—Erlanger, J.—Felix Metzger v. Mary Rosenthal—Ashton Parker, Norman L. Archer v. Emanuel Lowenson—Jacob Katz, Julius Lobenstein v. Charles Friedman—Albert Sanders.

SUPREME COURT—Giegerich, J. — Corbin Cabinet Lock Co. v. Hirsfall Construction Co. —William P. Curley.

Brooklyn Calendars.

SUPREME COURT—Appellate Division—Second Judicial Department—Hirschberg, P. J.; Woodward, Jenks, Rich, Carr, JJ.—Enumerated day calendar. 559—Pollahoff v. Ravitch. 590—Bergen v. Wiener. 591—Steuber v. same. 597—Reagan v. Manhattan Co. 644—Kliewer v. Hudson R R. 704—Dudley v. N Y C & H R R R. 600—Goldstein v. Sutherland. 601—Doerflinger v. Hamilton. 602—Matter of Donnelly. 603—McCrum v. McCrum. 604 M A—Sulinski v. Mercantile Co. 605—Empire Surety Co v. Lockwood. 606—Humbert v. Empire Wire Co. 607—Kohnert v. Boyle. 608—Peabody v. Merrill. 609 M A—Kaufman v. Steiner. 610 M A—Arkenburgh v. Aronson. 611 M A—Young v. Schwartz. 612—Vescellus v. Reynolds. 613—Builders' Mortgage Co v. Italian Trust Co. 614 M A—Portman v. Rosenblum. 615 M A—Midas v. Lefstein. 616 M A—Greenstein v. Blum. 617 M A—Werner v. Karutz. 618 M A—McClelland v. Kalison. 620 M A—Schneider v. Pines. 621 M A—N Y Wood Co v. Halpern.

SUPREME COURT—Special Term—Kelly, J.—4484—Deskins v. Deskins. 4090—Quin v. Barasch. 4046—Springer v. Clark. 4110—Hamlin v. Benagesy. 4161—Wendtland v. Gurth. 4492—Lewis v. Rosenthal. 4731—Diamond v. Conay. 4736—Green v. Sup. Council R A. 4739—Krakower v. Leizerkowitz. 4740—Same v. Miller. 4741—Same v. Philip Realty Co. 4742—Lefcourt v. Leizerkowitz. 4785—Thomas v. Adams. 4789—Marquardt v. Clement. 4795—Donlon v. Donlon. 4804—Dworsky v. Leizerkowitz. 4813—Quin v. Jacoby. 4818—Seigelman v. Williamsburg Savings Bank. 4819—Conallon v. Metzsching. The remaining preferred causes will appear from day to day on this calendar as the above causes are disposed of.

SUPREME COURT—Trial Term—Part I., Kapper, J. Part II., Betts, J.; Part III., Crane, J.; Part IV., Putnam, J.; Part V., Aspinall, J.; Part VI., Garretson, J.; Part VII., Clark, J.—311—Kimmerle v. Carey Printing Co. 5327—Southard v. Butler. 8479—Baron v. Beneficial Realty Co. 1390—McLean v. Nassau R R. 8210—Ogle v. Weber. 8087—Read v. Middleburg. 8113—Kaufman v. Crystal. 6419, 6895—Kraman v. B H R R R. 8736—Stephens v. Jones. 8446—Wilson v. Am Banknote Co. 8667—Breo v. Schiltz. 8542—Van Vechten v. Van Vechten. 8692—Ritchey v. Pakas. 6339—Lyons v. City of N Y. 2304—Ferringo v. Brady. 8705, 8715—Kocher v. Feuer. 8719, 8720—Fleischman v. Cotter. 8896—Norris v. Norris et al. 8,500—Mullins v. Hirsch. 2075—Bernstein v. Empire Bridge Co. 8841—Friedman v. Pitegoff. 8768—Hamburger v. Perlitch's Pharmacy. 1846—Katz v. Hollister. 8230—Mallouf v. Morris. 8806—Phiel v. Shuldiner. 8197—Bishop v. Hawxhurst. 602—Rae Co. v. Kane. 8778—McCaldin Bros Co v. Palo Mfg Co. 8771—Weiner v. Rosenthal. 7853—Nicond v. N Y Life Ins Co. 8787—Bergman v. Pierce. 6430—Gascoine v. Gen Accident Ins Co. 8020—Gannon v. N Y C & H R R R. 8414—Dyer v. Rademacher. 8259—Lindberg v. Frick Co. 2793—Fritz v. Nassau R R. 6932—Yudicki v. Hodgman Rubber Co. 1369—Longuemare v. B H R R. 1556—Levy v. Board of Education. 1136—McConnely v. Plant.

The following causes, if marked ready, will be passed for the day. No cause will be set down for a day upon this call. 1874—Hoffman v. B H R R. 7173—People ex rel. Wurstell v. Coler. 779—O'Rourke v. B H R R. 1455—Lamberson v. Wechsler. 2950—Sicone v. Nassau R R. 2827—McCormack v. Buckman. 1519—Muller v. B H R R. 1109—May v. Eschman. 8153—Hevia v. Katz. 8740—Heyman v. Sons of Benjamin. 1027—Baxter v. B H R R. 808—Benedix v. B J H R R. 1791—Coogan v. Litchfield. 7840—Grossman v. Lafayette Trust Co. 2185—Harrison, v. Carlin. 1942, 943—Price v. Nassau R R. 1403—O'Connell v. B H R R. 2681—Kendrick v. B H R R. 1845—Glynn v. Conlon. 9218—Atchison v. C I & B R R. 7231—Mayor Lane & Co v. Brien. 734—Bowlitz v. Zimmerman. 223—Stevens v. City of N Y. 6944—Winsor v. Lent. 8268—Brass Goods Mfg Co v. American Stopper. 1756—Abushi v. Nolan. 8734—Knollhofer v. Hillebland. 4442—Jansen v. Nat Electric Co. 8589—Cohn v. Katz. 2842—McDonald v. Nassau R R. 3031, 3032—Giel v. City of N Y et al. 2859—Di Palma v. Sheehan. 7860—Pratt v. McKee. 6078—Hiedrick v. Schwartz. 7472—Klein v. Majestic Theatre. 7386—Eaton v. Kraeclosil Perant Co. 8817—Luttens v. Stevenson. 2149—Isaacson v. Strauss. 2726—Holden v. B H R R. 9220—O'Donnell v. Floyd. 7376—Quinn v. C B L. Highest number reached on regular call, 3060.

Westchester County.

SUPREME COURT—Special Term—Keogh, J.—114—Hauxwell v. Village of Port Chester. 115—Slater v. Village of Port Chester. 116—Stevens v. Village of Port Chester. 124—Anderson v. Barker. 129—O'Niel v. O'Niel. 130—O'Niel v. O'Niel. 138—Wolf v. Genet. 140—Monds v. Grande et al. 154—Purdy v. Purdy et al. 156—White v. White. 163—Dinkel v. R C Church of St Teresa, Tarrytown, et al. 109—Erdenbrecher v. Fenring et al. 125—Dickel v. Dickel. 150—Palm v. Palm. 151—Radomsky v. Schiffel. 152—Calkins v. Wheamonio et al. 164—Halley v. Surprising Realty Co. 148—Hargous v. Foscum Realty Co. 155—Board of Ed Union Free School v. Whelan et al. 158—Engel v. Lindner. 159—Schenck v. Woodhouse. 160—Conger v. Conger. 161—Callahan v. Matus et al. 164—Henderson v. Buttler et al. 165—Miller v. Ginsberg. 167—Francis v. Meighan. 168—Lawson v. Wilhelmsen. 169—White v. White. 171—Prigzero v. Howe. 172—Twigger v. Nelson. 173—Ketcham v. Thomas. 176—Lynch v. Scarsdale. 177—Eastern Mill & Material Co v. Varnev.

SUPREME COURT—Part I., Mills, J.; Part II., Hompkins, J.—366—Robertson v. Receiver Westchester Elec R R Co. 282—Masterpomatio v. N Y Contracting Co P T. 456—Curran v. City of New Rochelle. 460—Halber v. Coney Island & Brooklyn R R Co. 457—Schmidt v. City of New Rochelle. 94—Sutton v. Marshall. 458—Mansfield v. N Y C & H R R Co. 319—Obuch v. Bennett. 511—Cunningham v. Barrett, ind and as Pres Adams Exp Co. 523—Johnson v. Webber Construction Co. 517—Ehrhart v. Bruns et al. 228—Reynolds v. Cowan. 789—Lukeszuk v. Receiver Yonkers R R Co.

The following causes, if answered ready, will be passed for the day. No cause will be set down for a day upon this call. 1874—Hoffman v. B H R R. 7173—People ex rel. Wurstell v. Coler. 779—O'Rourke v. B H R R. 1455—Lamberson v. Wechsler. 2950—Sicone v. Nassau R R. 2827—McCormack v. Buckman. 1519—Muller v. B H R R. 1109—May v. Eschman. 8153—Hevia v. Katz. 8740—Heyman v. Sons of Benjamin. 1027—Baxter v. B H R R. 808—Benedix v. B J H R R. 1791—Coogan v. Litchfield. 7840—Grossman v. Lafayette Trust Co. 2185—Harrison, v. Carlin. 1942, 943—Price v. Nassau R R. 1403—O'Connell v. B H R R. 2681—Kendrick v. B H R R. 1845—Glynn v. Conlon. 9218—Atchison v. C I & B R R. 7231—Mayor Lane & Co v. Brien. 734—Bowlitz v. Zimmerman. 223—Stevens v. City of N Y. 6944—Winsor v. Lent. 8268—Brass Goods Mfg Co v. American Stopper. 1756—Abushi v. Nolan. 8734—Knollhofer v. Hillebland. 4442—Jansen v. Nat Electric Co. 8589—Cohn v. Katz. 2842—McDonald v. Nassau R R. 3031, 3032—Giel v. City of N Y et al. 2859—Di Palma v. Sheehan. 7860—Pratt v. McKee. 6078—Hiedrick v. Schwartz. 7472—Klein v. Majestic Theatre. 7386—Eaton v. Kraeclosil Perant Co. 8817—Luttens v. Stevenson. 2149—Isaacson v. Strauss. 2726—Holden v. B H R R. 9220—O'Donnell v. Floyd. 7376—Quinn v. C B L. Highest number reached on regular call, 3060.

Queens County.

COUNTY COURT—Criminal Term—Humphrey, J.—2787—People v. William C Keys. 2796—Same v. John Mahr. 2797—Same v. Same. 2798—Same v. Joseph Bubbico. 2431—Same v. Harry J. Thompson.

SUPREME COURT—Trial Term—Stapleton, J.—People v. Hope. 1439—Strumer v. B A & G N Williams, Inc. 896—Gropler, as admr, v. N Y & Queens Co Ry Co. 1061—Griska v. Nat Enameling & Stamping Co. 1063—Cassidy, an infant, v. N Y & Queens Co Ry Co. 1064—Nolan v. Same. Balance of calendar passed until Wednesday, June 15. Highest number reached on calendar in its order, 1081.

The New York Times closely scrutinizes all advertisements and excludes misleading and objectionable statements.—Adv.

LATEST CUSTOMS RULINGS.

Turnip Slicers Are Held Not "Similar" to Plows, Harvesters, and Reapers.

It was decided yesterday by the Board of United States General Appraisers that turnip slicers are not "similar" to "plows, tooth and disk harrows, harvesters, reapers, &c.," and hence are not entitled to duty at the rate of 15 per cent., accruing on the latter named articles. Instead, the turnip slicers, or pulpers, are held dutiable as assessed at the rate of 45 per cent. as being articles in chief value of metal.

T. W. Cox, the importer, made an additional claim for duty at 20 per cent. under the new tariff, the plea being that if the slicers are not properly dutiable under the provision for the implements named above they should be classified at 20 per cent. as manufactured articles unenumerated. Neither of the contentions advanced by the importer is upheld by the board. General Appraiser Fischer, who writes the decision for the board, says that there is nothing in the record to show that the machine in question is of the character of the implements named as being similar. The General Appraiser holds that the classification imposed by the Collector is correct and must stand. The protest is accordingly overruled.

In a decision filed by General Appraiser McClelland, the assessment of duty on clothes baskets and hampers was reduced from 40 per cent. to 35 per cent. It developed that the Appraiser of the Port made an erroneous return to Collector Loeb. Instead of being "manufactures of willow" the goods are found to be entitled to entry at 35 per cent., which specifies "manufactures of wood."

THE UNITED SERVICE.

The Army.

Special to The New York Times.

WASHINGTON, June 13.—First Lieut. T. G. Holmes, Medical Reserve Corps, relieved from duty at Fort Sheridan, Ill.

Col. J. V. White, Coast Artillery Corps, defailed as a member of the Army Retiring Board to meet at Governors Island, N. Y., vice Lieut. Col. A. Cronkhite, Coast Artillery, relieved.

Capt. E. N. Johnston, Corps of Engineers, assigned to duty as recorder of the Board of Ordnance and Fortification during absence of Capt. S. A. Cheney, General Staff.

Capt. T. Q. Donaldson, Jr., Eighth Cavalry, detailed for duty at camp of instruction, Pine Camp, N. Y., during August, and will report by letter to the commanding General, Department of the East, for instruction.

Capt. H. G. Learnard, General Staff, designated as disbursing officer of the National matches for 1910, and will report to Col. R. K. Evans, Twenty-eighth Infantry.

Lieut. Col. C. L. Phipps, Coast Artillery, detailed for service in the Inspector General's department, vice Lieut. Col. C. G. Woodward, Inspector General.

Major G. G. Helner, Coast Artillery Corps, detailed as Acting Inspector General.

The Navy.

Commissioned: Commanders, W. McDowell and W. D. Leahy; Lieutenant, Junior Grade, W. R. Furlong, W. O. Spears, and R. M. Fawell.

Ensigns—C. S. Marston and F. G. Blasdel, to naval hospital, Mare Island, Cal., for observation and treatment.

Movements of Naval Vessels.

Arrived—Wolverine, at St. Joseph; Rocket, at Indian Head; New York, at Piraeus; Paducah, at Bluefields; Paul Jones, Preble, Perry, Lawrence, Goldsborough, and Rowan, at Mare Island.

Sailed—Montgomery, from Tompkinsville for Hampton Roads; Hist, from Guantanamo for Norfolk; Preston and Reid, from Norfolk for Newport; Yorktown, from San Francisco for Monterey.

EXCURSIONS AND TOURS.

Summer Travel

"The Best of Everything at the Best Time"

Just Enough "Personally Conducted" to do away with the cares and annoyances of getting about

Yellowstone Park
Alaska, Colorado
Canadian Pacific Ry.
Around the World
35 Shorter Tours Through New York, New England, and Canada

Raymond & Whitcomb Co.

225 Fifth Avenue, New York
Telephone 6270 Madison Square
Send for Booklet

MIDLAND BEACH
STATEN ISLAND
Refined Amusement Amid Refined Surroundings

Reached via Staten Island Ferry, foot of Whitehall St. terminus of subway, elevated roads and surface lines; 20 minutes' invigorating sail through the lower bay and a short trolley ride through the most picturesque part of Staten Island. Cleanest and safest bathing on the Atlantic Coast.

PACIFIC COAST, YELLOWSTONE PARK, and CANADIAN ROCKIES TOURS. Conducted. Leaving July 7, 8, and 9. Lowest rates. Itineraries ready.
GILLESPIE KINPORTS CO.,
'Phone 399 Gramercy. 1 Madison Av., City.

CHARMING EXCURSIONS
West Point, Newburgh & Poughkeepsie
Daily (except Sunday) by Palace HUDSON RIVER DAY LINE STEAMERS.
SEE STEAMBOAT COLUMN.

CLARK'S TOURS TO EUROPE
offer best leadership and many special features; attractive itineraries at frequent departures. Fares $278 to $800; all expenses, including Passion Play. F. C. CLARK, Times Bldg., New York.

SIGHT SEEING YACHT
AROUND MANHATTAN ISLAND.
"Halcyon" daily from Statue of Liberty Pier, near South Ferry, at 10:30 A. M. and 2:30 P. M.

CALIFORNIA AND YELLOWSTONE PARK
Conducted Tour starts July 2. Itineraries ready. Frank Tourist Co., 398 Broadway, N.Y.

LEGAL NOTICES.

SUPREME COURT OF THE STATE OF New York, County of New York.—In the matter of the application of the "AMERICAN FIBRE MATTING COMPANY" for authority to change its name to "PLYMOUTH MILLS."

Notice is hereby given that the American Fibre Matting Company, a domestic corporation having its principal business office at No. 141 Fifth Avenue, in the Borough of Manhattan, City, County, and State of New York, will apply to the Supreme Court of the State of New York at a Special Term thereof to be held at Part I. at the County Court House in the Borough of Manhattan, City and State of New York, on the 5th day of July, 1910, at 10:30 o'clock in the forenoon of that day, or as soon thereafter as counsel can be heard, for an order authorizing said corporation to change its corporate name to "Plymouth Mills."

Dated New York, June 11th, 1910.

AMERICAN FIBRE MATTING COMPANY,
By I. D. EINSTEIN, President.

JAMES H. DEIGNAN, Attorney for American Fibre Matting Company. Office and Post Office address, 206 Broadway, Borough of Manhattan, New York City.

Are You Going to the Country?

Don't fail to leave order with your Newsdealer to send you

The New York Times

regularly to your country address. Please fill in the attached form, and hand it to your newsdealer, or send to the Publication Office, Times Square, or you may telephone Circulation Department, 1000 Bryant, and paper will be sent the following morning, if you desire it.

Daily and Sunday, 75c. per month; Daily without Sunday, 50c. per month.

THE NEW YORK TIMES
"All the News That's Fit to Print."

The New York Times:
Send the Daily and Sunday editions of The New York Times for..... weeks.....months, commencing .....

Name.....
Address.....

EXCURSIONS AND TOURS.

IRON STEAMBOAT CO.
THE ONLY ALL-WATER ROUTE TO
CONEY ISLAND

ALL TICKETS INCLUDE ADMISSION TO DREAMLAND.
Greatest Amusement Enterprise in the World.
Leave West 129th St., N. R., 9:00, 9:45, 10:30, 11:30 A. M.; 12:15, 1:00, 2:00, 2:45, 3:30, 4:15, 5:15, 6:30, 7:30, 8:40 P. M.
Leave Pier 1, N. R., 9:45, 10:30, 11:15 A. M., 12:15, 1:00, 1:45, 2:45, 3:30, 4:15, 5:00, 6:00, 6:40, 7:15, 8:15, 9:30 P. M.
Leave Iron Pier, Coney Island, 10:55, 11:40 A. M., 12:25, 1:25, 2:10, 2:55, 3:55, *4:55, 5:25, 6:10, 7:10, 7:50, 8:25, 9:25, 10:40 P. M.
Returning from Coney Island trip marked * does not go to 129th Street, N. R.
Round Trip Tickets { From 129th St., 50 Cents. From Pier 1, N. R., 40 Cents.

STEAMER TAURUS makes trips EVERY DAY to FISHING BANKS, Leaves 129th St., N. R., 7:20 A. M.; Pier (new) No. 1 N. R., 8:20 A. M. Bait and tackle on board. Fare: Gentlemen, 75c.; Ladies, 50c.; Children, 25c.

TRAVELERS' GUIDE—STEAMBOATS.

FALL RIVER LINE
(Splendid Steamers—Splendid Service)

Where to go this summer—a puzzling question.

Just as likely as not you'll find the answer at 171 Broadway.

Fall River Line steamers leave New York, Pier 19, North River, foot of Warren Street, at 5:30 P. M. Get you to Boston as early as 7 o'clock next morning—later if you like. Fare to Boston $4

Telephone 5121 Cortlandt for information
City Ticket Office—171 Broadway

HUDSON RIVER NIGHT LINES
Modern—Safe—Reliable.

PEOPLES LINE TO ALBANY
STR ADIRONDACK, (even dates June), STR C. W. MORSE, (alternating)—Pier 32, N. R., foot Canal St.,

Read for Profit---High Class Want Advertisements---Misleading Statements Excluded

COUNTRY BOARD

20c. a line 1 time; 7 times 18c. a line a day; 30 times 16 2-3c a line a day.

Brooklyn.

Villa Rosa, 8,799 21st Av.—Near bay; unequaled cuisine; elegant rooms; large veranda; reasonable.

Bay Ridge, 349 78th St.—Rooms, near bay; excellent table; 40 minutes Manhattan; moderate.

Westchester County.

Windlemere, Tarrytown, N. Y.—Convenient location; beautiful view; modern improvements; also 8-room cottage annex with board; excellent table daintly served.

Long Island.

Imperial Hotel, Carnaga Av., Far Rockaway, L. I.—Under new management; grand formal opening Saturday, June 18; a first-class family hotel; all modern conveniences; fine table; music. Thomas Kelly.

Elegantly furnished rooms; French cooking; stables and garage; bathing, fishing, and boating. "Au Gourmet," 203 8th Av., Whitestone, L. I.

Rockaway Park.—46 Second Avenue; newly furnished apartments, with balconies overlooking ocean; table excellent.

Nicely furnished rooms, very pleasant location, near the ocean, at 192 Central Av., Far Rockaway, L. I.

The "Crest" Cottage, Central Av., Far Rockaway.—Fine table; elegant rooms; reasonable. Mrs. Colgan.

Fine Summer home near station, ocean; modern conveniences. 702 Monroe Av., Asbury Park, N. J.

FLORENCE HOUSE, Bay 17th St. and Cropsey Av.—Ocean front; first-class Hungarian kitchen.

New York State.

Accommodate boarders quiet, comfortable farmouse, healthy, situated 2½ miles from station; $7 to $10. F. R. D., Box 51 Garrisons, N. Y.

Semi-camp life; tent, bungalows; beautiful farm; adjacent village. Write Theudara Farm, Goshen, N. Y.

New Jersey.

A lady having a beautiful little farm can accommodate four or five refined adults as paying visitors for week ends. A. S. P., Gen. Delivery, Red Bank, N. J.

BOARD and room in refined and exclusive home, near the ocean and station; table unsurpassed; all home-made cooking. The Lillian, 507 Emory St., Asbury Park, N. J.

Very nicely located Summer cottage, near station and ocean; can be used for two families; modern conveniences; 9 rooms; at Asbury Park, N. J.; 706 Summerfield Av.

55 GROVE ST., Montclair, N. J., one minute from station, D., L. & W.—New York 40 minutes; railroad commutation, $5; lawn and shade; gentlemen preferred.

MONTCLAIR, N. J.—One large room; good location; near golf and stations. 14 Walnut Crescent. 'Phone 301 J.

Rooms; fine location for housekeeping; near station and ocean 609 Summerfield Av., Asbury Park, N. J.

Rooms to Rent.—513 Sewall Av., Asbury Park, N. J.; modern and centrally located.

New England.

"ON-THE-HILL."
Watertown, Litchfield Co., Conn.
For nervous and chronic invalids; no objectionable cases; high elevation; extensive grounds, modern equipment; terms moderate.

Pennsylvania.

THE SUMMIT VIEW, TOWANDA, PENN.—Refined, modern home, beautiful country, driving, boating, bathing, fishing, tennis; vegetable and fruit gardens; good table. Booklets. Proprietress trained nurse. Address Miss Elizabeth Lamb.

Say you saw it in The Times.

LOST

25c. a line 1 time; 3 times 20c. a line a day; 7 times 15c. a line a day.

LOST—Diamond horseshoe pin, between Pennsylvania Railroad Station, Jersey City, and Subway to Hudson Terminal Building, Fulton St. Subway station to Brooklyn, between Smith, Gray's and Loeser's; reward. C. R. James, 193 Montague St.

LOST—Receipt issued by U. S. Assay Office, No. 8870, dated June 10, 1910, for 273 95-100 oz. bullion to Julius Koch, has been lost; the public is cautioned that payment has been stopped; return to Julius Koch, 14 Oliver St., Newark, N. J.

LOST—Sunday afternoon, on Riverside Drive, between 114th and 119th, a black handbag containing small green leather purse, containing sum of money. Return Apartment 54, 514 West 114th; reward.

LOST—Bank book No. 114,703 of the Hoboken Bank for Savings; all persons are hereby cautioned not to negotiate the same, as payment has been stopped. Finder will please return book to the bank.

LOST—Two diamond rings, between Orpheum Theatre and New York Central Railroad at Yonkers, Yonkers station; liberal reward for return of same. Trimborn, Fulton Theatre, Brooklyn.

LOST—Monday, red enamel diamond set watch marked M. G. M., '97, between 103d, Broadway, 70th, and Columbus Av.; liberal reward. Proprietor Hotel Langham, 103 St. and Broadway.

LOST.—Between 10 and 11 A. M., Monday, on west-bound 125th St. car, small silver purse. Finder will be rewarded by returning same to 817 West 93d St., Apartment 19.

LOST—Small black velvet bow with diamonds, Sunday afternoon, June 12, between 52d and 81sts Sts., near Madison or 5th Av.; reward. Scoville, 62 Cedar St.

LOST—A diamond horseshoe at Larchmont Manor, N. Y. Communicate with Victoria Hotel, Larchmont. Liberal reward will be paid to finder.

LOST—Lady's small black grip, platform 9th Av. elevated Cortlandt St., 6:35 P. M., 13th; suitable reward. M. E. Davis, 209 West 138th St.

LOST.—Certificate United States Trust Co. No. B 34,354, $1,000, interest 2 per cent.; dated Oct 11, 1909. Please return to above company

LOST.—In Madison Av. car, lady's brown hand satchel, containing jewelry and toilet articles. Suitable reward return. Henes, 128 E. 93d.

LOST—On 5th Av., Brooklyn, between 15th and 16th Sts., large bunch of keys. Finder kindly return W. T., 419 Lafayette St.

LOST—Diamond, pearl pin; lost Coney Island; liberal reward. Jeffery, 48 Clifton Place, Brooklyn. 584—Prospect.

LOST—Sunday night, June 5, trolley car, Port Richmond, St. George, S. I., suit case. O. A. T. Reward. 88 Mangin St.

LOST.—Hoboken, near Ferry, gold cross, valuable as heirloom; reward. 4,214 Broadway, dry goods store.

$100 REWARD
for information leading to the arrest and conviction of person who stole horse, wagon, and contents from 9th Av. and 15th St. on Tuesday, June 7, 1910, belonging to J. S. BAILEY & CO., Hudson and Christopher Sts.

Say you saw it in The Times.

LOST AND FOUND—CATS, DOGS

25c. a line 1 time; 3 times 20c. a line a day; 7 times 15c. a line a day.

LOST—Brindle bull terrier, white head, mark on back; lost on Bedford Av., between De Kalb and Lexington Avs., Brooklyn; liberal reward. Miller, 218 West 46th St. Party who picked up dog kindly return.

LOST—Collie; answers to name of Sport; sab'e and white colors. Return to Harr, 545 West 142d; no questions asked.

SITUATIONS WANTED, EMPLOYMENT BUREAUS.

20c. a line 1 time; 3 times 18c. a line a day; 7 times 15c. a line a day.

HOUSEWORK.—Several neat colored girls, experienced, with good references, want places in small families; other good Southern help furnished. Lincoln Industrial Exchange, 314 West 59th St. 'Phone 4756 Columbus.

OLD DOMINION EMPLOYMENT BUREAU, 88 West 134th St., bond $1,000, guarantees colored help. 1119 Harlem.

HELP WANTED—FEMALES

15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

ABRAHAM & STRAUS,
FULTON STREET, BROOKLYN.
Require experienced saleswomen for the following departments: Laces, ladies' shoes, and misses' suits. Apply by mail or in person to Superintendent.

A WELL-EDUCATED woman of adaptability is needed in the subscription department. Apply Houghton Mifflin Company, 85 Fifth Av.

GENERAL HOUSEWORK.—Girl for general housework; no washing; good wages. 666 West End Av.

SHOES.
R. H. MACY & CO. require experienced, competent saleswomen for their Shoe Department. Apply at office of General Manager.

WE HAVE an outside position open for a woman of refinement and pleasing personality, able to meet cultured people; position requires more than ordinary tact, but pays accordingly. F. W. Cloyes & Co., 110 West 34th St.

YOUNG WOMEN, between 17 and 23 years of age, to learn telephone operating for Central Office positions; for those who qualify salary of $5 a week paid while learning. Apply after 9 A. M. at Application Department, New York Telephone Co., 58 West Houston St., cor. Wooster St.

HELP WANTED—MALES

15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

ARCHITECTURAL DRAUGHTSMAN.
R. H. MACY & CO. require the services of a bright, young architectural draughtsman having a knowledge of store fixture work. Apply at office of General Manager between 1 and 2 P. M., Tuesday and Wednesday.

A DRUGGIST; manage store; first-class neighborhood; must have first-class references. Inquire 210 West 42d St.

BUILDING SUPERINTENDENT.—High-class Superintendent to take entire charge of construction for contractor large residence fifty miles from Boston; architectural training and experience as contractor's Superintendent necessary; good salary to the right man; state experience, age, ability, and salary wanted. P 7 Times.

GOVERNMENT EMPLOYES WANTED.—Write for New York examination schedule. Franklin Institute, Dept. 225 P, Rochester, N. Y.

SALESMEN WANTED.—No experience required; hundreds of positions now open paying from $100 to $500 monthly; our free book, "A Knight of the Grip," will show you how to get one of them; write (or call) for it today. Address National Salesmen's Training Assn, 1,210 Flat Iron Bldg, New York. Branches Chicago, Kansas City, Minneapolis, San Francisco, Atlanta.

SALESMEN.—If you want a big money maker join our selling force on the "Homeward Bound Edition" of Roosevelt's Works, ready in a few days; complete in 20 vols., and sold on liberal terms; advance orders far in excess of what we anticipated. Review of Reviews, 13 Astor Place. Afternoons.

SALESMAN.—(Not order taker;) personality, honor, perseverance, nerve, ability, to connect country merchant device, handling food product; will yield him 300% investment; with automobile runabout can make $120 weekly; without, $60; bond required. Originator Co., 302 Broadway, city.

SALESMAN, first-class, for ladies' waists and dresses for Middle West; must have an established trade and must have been with largest concerns; excellent line. Address with references only, Waists, A 220 Times Downtown.

TOOLMAKERS on jig and fixture work; die sinkers on drop forge dies; also first-class machine grinders experienced on Brown & Sharpe, Landis, and Norton machines; hand and automatic screw machine operators; lathe hands; Fox lathe hands and straighteners. Replying state age, experience, and wages expected. Locomobile Co. of America, Bridgeport, Conn.

WHEELMAKER.—Experienced man on carriage and automobile work. Brewster & Co., Broadway and 47th St.

HELP WANTED, EMPLOYMENT BUREAUS.

20c. a line 1 time; 3 times 18c. a line a day; 7 times 15c. a line a day.

Commercial Help.

BOOKKEEPERS, stenographers, typewriters, office assistants, cashiers, furnished free. Wright Agency, 335 Broadway. Franklin 973.

STENOGRAPHERS, bookkeepers, male, female, furnished free. Murray Hill 4470. Universal Exchange, 1 West 34th St.

Domestic Help.

A. A. HOFMAYER, 320 5th Av., 9th floor. Telephone 4527 Madison Square. Superior domestic help.

COLONIAL BUREAU, 56 West 39th.—Strictly reliable maids, nurses, domestic help. 5582 Murray Hill.

COOKS, WAITRESSES, CHAMBERMAIDS, cleaners, houseworkers, laundresses, city and country. Crimmins & Collins, 101 West 42d St. Telephone 2792 Bryant. Open evenings.

LIND'S EMPLOYMENT AGENCY, 729 Lexington Av.—Reliable servants, all nationalities; references investigated. 'Phone 4696—Plaza.

MISS BRINKLEY
EMPLOYMENT OFFICE,
4 East 42d St. Tel. 2484 Murray Hill.
Competent servants supplied after a careful, thorough investigation of their references.

RELIABLE Hungarian, German, Polish help; references investigated. Roth's, 170 East 3d St. Telephone 2508—Orchard.

FOUND

25c. a line 1 time; 3 times 20c. a line a day; 7 times 15c. a line a day.

FOUND, June 11 and 12.—INTERBOROUGH R. T. CO. Apply 9 Morris St.—SECOND AV. ELEVATED: Gloves, hair rat, coat hanger, 6 umbrellas, hand bag, dress, hat, bottle of alcohol, roll papers, photos, shirt, rubbers, lining, trousers, shirt, necktie. THIRD AV. ELEVATED: 13 umbrellas, satchel, stick, music, due book, bag, photo, sweater, hat, pocketbook, keys, books, glasses, shirt, satchel, checks, package eagles, cards of lace, 2 pairs shoes, belt pine, hat, shirt, postal cards, medicine, shawl, knife, pair gloves, drugs, magazines, neckpiece, keys, glove, dress goods, &c.; pair gloves, case, purse, paint, cake soap, sealed package, book and papers, newspapers. SIXTH AV. ELEVATED: 10 umbrellas, cane, catalogues, gloves, shoe polish, hand bag, biscuits, purse, cuff button, belt, scissors, hooks, &c.; bag, belt, locket, purse, 2 hand bags, gloves, music, 2 hats, sum of money, keys, pair rubbers, 2 journals, purse, keys. NINTH AV. ELEVATED: 5 umbrellas, papers, whisky, pair gloves, pair rubbers, apron, pocketbook, milk can, keys, corset, pair gloves, pocketbook, picture, ring, book, pair shoes. SUBWAY: Goods, &c.; pair spectacles, 18 umbrellas, box cigars, &c.; camera, 3 pocketbooks, 2 purses, wrist bag, hand bag, 3 books, gloves, blue prints, music, wall paper, hats, clothing, coat, &c.; papers, shaving set, pair rubbers, shoes, photos, cloth bag, 2 engravings, keys, solder, knife, ornaments, belt, glove, letters, cardboard.

FOUND, June 13.—NEW ENGLAND NAVIGATION CO. S. S. PRISCILLA: Rubbers hair comb, 1 eye glass, spectacles and case, prayer book, package, tie, necktie, box powder, 4 neckties. S. S. MAINE: Gloves, hot-water bag, sewing box, umbrella. S. S. LOWELL: Purse.

FOUND, June 12.—CENTRAL R. R. OF N. J. ON RAILROAD TRAINS: Apply station master, Jersey City, N. J.: Ten umbrellas, two pairs gloves AT LIBERTY ST. FERRY: Shawl, waterproof cover, pair overalls, straw hat. ON SANDY HOOK BOAT: One umbrella.

FOUND, June 12.—D., L. & W. R. R. Apply information desk, Hoboken, N. J.: Eight umbrellas, three packages, two pairs gloves.

FOUND, June 12.—ERIE R. R. Apply information desk, Jersey City, N. J.: Two umbrellas, hat, book, pair of rubbers, cane, glove.

June 13—Five umbrellas, card case, two packages, package of tools, dish, hand bag, package of burlap.

FOUND, June 12.—L. I. R. R. Apply Lost Property Bureau, Long Island City: Nine umbrellas, pair gloves, package.

FOUND, June 12.—N. Y. CENTRAL R. R. Apply Lost Property Bureau, Grand Central Station: Pair of rubbers, small grip, six umbrellas, two packages, roll, cuff buttons, loose money.

FOUND, June 12.—PENNSYLVANIA R. R. Apply baggage master, Jersey City, N. J. ON TRAINS: Belt buckle, hand bag, valise, package, fountain pen, pin, pajama coat and union suit, veil, pajama suit, overcoat, hat, pajama coat, memorandum book, four pairs rubbers, two hats, two pajama suits, music sheets, toilet case and sponge bag, battery, book, two night shirts, pair gloves, blanket, AT JERSEY CITY STATION: Suit case.

SITUATIONS WANTED—FEMALES

15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

A.—DRESSMAKER.—Well-made and becoming gowns equal to best establishments in city; ten years' experience in construction of gowns for the 400; prompt, reliable, and reasonable. Mme. Cully, 138 West 48th. Phone 1883 Bryant.

AFTERNOON EMPLOYMENT by young lady; stenographer and office attendant to physician mornings. N 172 Times.

BOOKKEEPER.—Competent; double entry; manufacturing experience; trial balances; references. Dorfman, 750 Home St., Bronx.

BOOKKEEPER.—Double entry; open, close books; varied experience; $12; references. Bookkeeper, A 47 Times Downtown.

COOK.—30; Pelham or New Rochelle; A1 references to date. Box N 171 Times.

DAY'S WORK.—Colored woman part day's work; private or bachelor apartments. Mouzom, 70 West 142d St.

HOUSEWORK.—Young woman would like general housework in small family; plain cooking. P 1 Times.

STENOGRAPHER - SECRETARY, writing perfect French and German, with highest references from bankers, manufacturers, exporters, desires position where executive ability and intelligence are appreciated. N 152 Times.

STENOGRAPHER, TYPEWRITER.—General office assistant; six months' experience; neat, rapid, accurate, painstaking, and reliable; hours immaterial; $7-$8. Miss Blanche A., 222 Times Downtown.

STENOGRAPHER.—Thoroughly experienced; accurate, reliable; operates standard machine; understands office work; excellent references; $15. Miss M. A., 221 Times Downtown.

STENOGRAPHER, ASSISTANT BOOKKEEPER.—Six years' experience; cultured; diplomatic. Efficient, 804 Mechanics' Bank Building, Brooklyn.

STENOGRAPHER.—Experienced, careful; any machine; transcribes accurately, intelligently; $12; references. Stenographer, 133 Times Downtown.

STENOGRAPHER.—Correct, somewhat experienced; excellent spelling, punctuation; very ambitious; moderate. Adelaide, 239 Times Downtown.

STENOGRAPHER. — Fluent correspondent, painstaking, practical experience, Christian, energetic, highest credentials, $12. B 312, Times Downtown.

STENOGRAPHER. — Advertising, insurance, patent law experience, $12, excellent mathematician, grammarian, references. B 311, Times Downtown.

STENOGRAPHER.—Long experience; capable correspondent; educated; assist books; salary moderate. V. M., 263 West 125th St.

STENOGRAPHER and typewriter, age 17, real estate experience year and a half, seeks position. A. S., 31 Hallitt St., Astoria, L. I.

STENOGRAPHER.—Limited experience, neat penmanship, quick figures, alert, energetic, $6, references. B 310, Times Downtown.

STENOGRAPHER.—Normal graduate, neat personality, experienced, highest credentials, $8, Christian. B 314, Times Downtown.

STENOGRAPHER. — Clear-cut, considerable experience, ambitious, industrious worker, $8. B 313, Times Downtown.

STENOGRAPHER.—Excellent speller; reads notes well; operates neatly; $8. Executive, 198 Times Downtown.

STENOGRAPHER.—Neat; accurate; prompt; good education; busy office preferred. N. C., 263 West 125th St.

STENOGRAPHER.—Qualified for any position; expert; quick; $15. Advertiser, care Ferenzy, 133 West 84th St.

STRONG young woman about 30, good height, with some experience as attendant for rheumatic invalid and make herself useful; call, after 12; references. Mrs. R. M., 1,893 7th Av.

WELL educated young lady (25) desires position in good family morning or afternoon only; knows Italian, French, piano, singing, and needlework. N 157 Times.

SITUATIONS WANTED—MALES

15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

A.—A—ACCOUNTANT.—Expert, opens, writes up, disentangles, balances, supervises, closes, audits books, $5 monthly upward; financial statements rendered; references. Accountant, 320 Broadway, Room 1,204. 'Phone 2114—Worth.

ACCOUNTANT.—Expert; books opened, closed, balanced, systematized, audited, written up; kept part time; reasonable. Accountant, 32 Union Square. 'Phone 2259—Stuyvesant.

ACCOUNTANT (degree) desires additional work any books, any time. P. O. Box 225, Madison Square.

BOOKKEEPER.—Thorough double entry, 5 years' experience, desires position manufacturing or commercial house; 2½ years with last concern; references; ambitious; will furnish bond. Z 316 Times Downtown.

BOOKKEEPER'S or Salesman's Assistant: invoice, order, entry, or shipping clerk; young man, American, well educated, experienced, rapid, accurate, reliable; best references character, ability. Greer, 80 West 94th St.

BOOKKEEPER.—Reliable, experienced, and thoroughly competent, with highest references for ability, honesty, and sobriety; moderate salary. L. Deery, 503 9th Av.

BOOKKEEPER, CASHIER.—33; wide experience; import, export, manufacturing; highest credentials; character, ability. Watson, Box 50 Times Downtown.

BOOKKEEPER.—Expert, writes up, balances books; regular intervals; moderate. Accountant, 80 Henry St., Brooklyn.

BOOKKEEPER.—Thoroughly experienced; trial balance, finances, credits; salary moderate. A 233 Times Downtown.

BOOKKEEPER, elderly, active, wants any steady job whole or part time. Expert, 360 Times.

BOY, two years' high school, wants light work, any kind, vacation; Brooklyn preferred; some office experience; capable, reliable. 1726 Tribune Building.

BUSINESS MAN wanted who can invest and take charge of corporation on high-class proposition. Minck, Singer Bldg., Room 540.

CHAUFFEUR.—Four years' experience; position private family; city or country; understands care boats; handy man. N 146 Times.

CHAUFFEUR.—Employer in Europe; married; mechanic; present employer's reference as to three years' service. C. S., 1,364 Broadway.

CLERK, &c.—As clerk or office assistant by a young man of 17; neat in appearance, punctual, reliable, and obliging. J. Arkenan, 281 3d St., Jersey City.

COACHMAN, 32, single, competent sober. Apply present employer, 16 East 50th St. Tel. 1990—Plaza.

COMPANION.—College undergraduate of considerable experience with sailboats wishes position for the Summer as companion to boy; will charter knockabout if desired; references. Address 423 Yale Station, New Haven, Conn.

COMPETENT BOOKKEEPER and correspondent, English, French, German; typewriter; of executive ability; 30 years old; seeks suitable position; returns. E. K., 26 Court St., Brooklyn, Room 101.

DRAFTSMAN (20) wishes position with architect or builder; 3 years' experience in detailing and general drafting, especially in woodwork; Cooper Union student; salary $15; best references. Address Draftsman, 1,464 3d Av.

ENERGETIC American, (30,) experienced, general assistant, (office or outside,) including stenographer-typewriter, desires any permanent position; references. Competent, A 248 Times Downtown.

GENTLEMAN 28 years of age, of good appearance, possessing executive and selling ability, desires position as representative of New York house in Philadelphia or the West. P 4 Times.

JANITOR.—German couple; no children; experienced steam, hot water; reference. Giesener, 55 West 152d St.

MASSEUR.—Free afternoon and evenings; would like occupation with doctor, institute, or private. N 63 Times.

TUTOR, with considerable experience, wants pupils; elementary or college preparatory; mathematics specialty. P 3 Times.

VALET, &c.—English valet or general man; good references. H. N., 4,533 3d Av., Bronx.

YOUNG MAN, 19, seeks position where advancement will be the reward of faithfulness and intelligence; speaks French, Dutch, and English; good references. Maurits Roozeboom, care of M. Davis, 1,791 Madison Av.

YOUNG MAN, 19, ambitious, conscientious, persevering, attentive to his work, desires position in real estate or law office. N 142 Times.

BOARDERS WANTED

15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

West Side.

I-I.—879 WEST END AVENUE, Corner 103d.—Block from Riverside Park, Subway express station, and surface cars; beautiful vine-covered house, finest location N. Y.; handsomely furnished rooms; superior table; more foliage than country; cooler.

23D ST., 418 WEST.—The Aren; suite, double, single rooms; private bath; telephone; excellent table.

46TH ST., 309 WEST.—Small room, with good board, $5; other rooms.

56TH ST., 62 WEST.—Desirable rooms for the Summer; board optional; references exchanged.

57TH ST., 337 WEST.—Large room, private bath; small rooms; table guests; transients.

64TH ST., 115 WEST.—Large, pleasant room, finely furnished; running water; excellent table; moderate.

68TH ST., 56 WEST.—Beautiful large room, handsomely furnished, private bath, shower, electricity, in private residence; near Park; complete and attentive service.

68TH ST., 67 WEST.—Handsomely furnished suite; private bath; physician or family; other large and small rooms; board optional; near Central Park.

70TH ST., 151 WEST.—Large second-story room, private bathroom; hot water supply; telephone in room; large, cool dining room; references.

73D, 112 WEST.—Desirable rooms; excellent table; table board; moderate.

74TH ST., 102 WEST.—Desirable suite; private bath; single; with bath; unsurpassed cuisine; table guests.

74TH ST., 149 WEST.—Attractive, cheerful double or single rooms; private bath; telephone; reasonable; references.

76TH ST., 239 WEST.—Newly furnished, decorated; large closets; with or without bath; parlor dining room; excellent table; transients accommodated; Summer rates; table board; telephone; Christians; references required.

76TH ST., 114 WEST.—Attractively furnished rooms; southern cooking; transients accommodated; Summer rates; telephone; reference.

76TH ST., 108 WEST.—Unusual opportunity secure large room; first-class house; exceptionable board; references.

76TH ST., 151 WEST.—Large and small rooms; table guests; parlor dining room; references.

79TH ST., 137 WEST.—A large back room; table board.

80TH ST., 141 WEST.—Large, second-floor room, adjoining bath; parlor dining; table board; references.

80TH ST., 150 and 152 WEST.—Pleasant, cool rooms; excellent table; Summer rates; table guests; telephone.

81ST ST., 118 WEST.—Large and small rooms; pleasant location for the Summer; table board.

82D ST., 74 WEST.—Newly furnished large rooms; private baths; table guests; Summer rates; references.

91ST ST., 48 WEST, (Near Central Park.)—Large and medium rooms; excellent table; Summer rates.

91ST ST., 54 WEST.—Elegant rooms, handsomely furnished; every convenience; superior board; telephone; near Park.

93D ST., 122 WEST.—Desirable rooms; convenient "L," Subway, Park, and Drive; good board; references.

93D ST., 163 WEST.—Attractive rooms; superior table; parlor dining; transients accommodated; telephone; table guests.

93D ST., 270 WEST.—Large front room, second floor; one block from Riverside.

104TH ST., 61 WEST.—Large and small rooms; Summer prices; parlor dining room; refined service; 'phone; all transportation convenient; references exchanged.

118TH ST., 400 WEST (Morningside Heights.)—Large, attractive single rooms overlooking park; delightfully cool; celebrated table; conveniences; accessible; room and board, $11.

149TH ST., 544 WEST, near Broadway Subway.—"The Audubon Annex." First-class rooms and board, $15 up for two; large porch and gardens; social surroundings; real homelike.

ALLIANCE HOUSE, 258-260 West 44th St.—Small family hotel, centrally located; elevator and telephone service; baths and writing rooms on each floor; excellent cuisine; moderate rates; quiet place for quiet people. Telephone 793—Bryant.

ACROPOLIS HOTEL, 519 West 123d St.—Single or en suite; American or European plan.

A GENTLEMAN owning home on West 86th St. would rent two large rooms, one with bath; excellent table; home environment; references indispensable. Address Emoor, 492 Columbus Av.

East Side.

17TH ST., 116 EAST.—Homelike; first-class table board; nicely furnished small rooms; telephone.

Brooklyn.

MONTAGUE TERRACE, 5, Heights.—River view, Wall St.; Subway, five minutes' Broadway; corner trolley connects seaside; neighborhood, house high class; parlor floor, rooms furnished, unfurnished; table choicest products New York markets; $9 to $12. 905 Main.

CLERMONT AV., 372.—Rooms with board; 7 minutes to the Subway; all conveniences; telephone.

Long Island.

Douglas Manor Inn, Douglaston.—$17.50 per week, American plan. Apply direct or 1,122 Broadway.

FURNISHED ROOMS

15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

West Side.

5TH AV., 46.—Well furnished large, small rooms; breakfast served; refined surroundings; references; telephone.

11TH ST., 57 WEST.—Large rooms; gas, closets, running water; housekeeping; suitable gentlemen; reasonable. Wray.

29TH ST., 330 WEST.—Large front room; twin beds; hot, cold running water; phone; private.

36TH ST., 40 WEST.—Comfortable rooms; large closets; bath; running water; private house; $5, $6.

43D ST., 446 WEST.—Superior rooms; Summer visitors, shoppers accommodated; permanent, transient.

44TH ST., 216 WEST.—Desirable, well-furnished rooms; quiet, refined; board optional; gentlemen; references.

44TH ST., 246 WEST.—Parlor floor, suitable doctor's office, light business; also other rooms; reasonable; 'phone.

44TH ST., 224 WEST, Near Broadway.—Large and small rooms, baths; telephone; meals if desired.

44TH ST., 214 WEST.—Well-furnished rooms; board optional; telephone; references.

45TH, 232 WEST.—Newly decorated rooms; large, small; cool, cheerful; Summer rates; Astor block.

47TH, 53 WEST.—Beautiful large room, private bath, 'phone; breakfast; everything new; exclusive; reasonable.

48TH ST., 65 WEST.—Large rooms; private baths.

50TH ST., 70 WEST.—Two rooms, private bath, $8; one flight; front; small rooms; telephone.

57TH ST., 319-321 WEST.—Comfortably furnished rooms for Summer; nine bathrooms; breakfasts or full board optional.

60TH ST., 22 WEST.—Single rooms and suites from $3 up; meals optional; ½ block from Subway and "L." Carlyle.

64TH ST., 110 WEST.—Unusually pleasant room; attractively furnished; improvements; low rental until September.

68TH ST., 62 WEST.—Handsomely furnished, large light room, with twin beds and private bath; also large single room; in splendid neighborhood; convenient to all car lines; all conveniences; telephone; near Park; moderate; references.

68TH ST., 38 West.—Rooms for gentlemen; absolutely clean; daintily furnished; private house; electric lights; telephone; private baths; every modern convenience; exceptional service; breakfast if desired; highest references only.

69TH ST., 65 WEST.—Large room, private house; electric light, hot water, 'phone; reasonable.

70TH ST., 146 WEST.—Desirable room, bath, reasonable rate; owner's residence; permanent; references.

74TH ST., 104 WEST.—Neatly furnished cool rooms; bathroom floor; telephone; Summer rates; references.

FURNISHED ROOMS WANTED

15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

YOUNG GENTLEMAN, out of the city most of the time, desires furnished room in strictly private family; conveniences must be modern; state terms. A 246 Times Downtown.

BUSINESS MAN wants large, cool room or suite, above 50th St.; private family preferred; must be exceptional; references. Ford, N 169 Times.

UNFURNISHED ROOMS

15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

West Side.

76TH, 125 WEST.—Handsomely furnished, large, third-story front room; breakfast optional; telephone; references.

77TH ST., 160 WEST.—Exceptionally fine room, with extension; physician's office, reception room; service; telephone.

77TH ST., 160 WEST.—Desirable single room; southern exposure; gentlemen; references.

80TH ST., 132 WEST.—Private house; large front rooms; private bath; newly furnished, decorated; references.

82D ST., 148 WEST.—Well-furnished medium room; running water; moderate; convenient "L," Subway; telephone.

82D ST., 130 WEST.—Desirable large and medium cool rooms; suitable one or two; moderate.

82D ST., 56 WEST.—Elegant suite; sitting, bedroom, bath, piano, electric light; Summer rates.

82D ST., 8 WEST.—Airy rooms; refined surroundings; cleanliness; reduced rates.

82D ST., 113 WEST.—Handsomely furnished room, adjoining bath.

83D ST., 54 WEST.—Large and small room, private house; telephone.

84TH ST., 111 WEST.—Two large, cool connecting rooms; desirable home; bachelors; telephone; conveniences. Teils.

85TH ST., 134 WEST.—Large and small rooms; private bath; references; owner.

88TH ST., 71 WEST.—Refined home; business man or woman; piano; moderate. 9160 Riverside.

91ST ST., 15 WEST.—Nice, airy rooms, comfortably furnished; elevator, electric light, 'phone; convenient L, Subway; $3-$7. Brown.

91ST ST., 31 WEST.—Large, well-furnished room; running water; also small room; Summer rates.

91ST ST., 21 WEST, (near Park, Subway.—Desirable rooms; all conveniences; select house; moderate; telephone.

91ST ST., 109 WEST.—Attractive suite three rooms, separate, together; Subway; telephone; one flight. Cole.

93D ST., 161 WEST.—Well-furnished room, board optional; private family; conveniences.

94TH ST., 311 WEST.—Two bright rooms; large, $3.50; small, $2; references. Toplitz.

95TH ST., 50 WEST.—Near Park, elevated, Subway express; only few accommodated; Summer rates; references.

102D ST., 303 WEST, (near Riverside Drive.)—Delightfully cool, airy rooms; gentlemen; telephone; 103d St. Subway.

103D ST., 216 WEST, (corner Broadway.)—Apartments; well furnished room; refined, private family; $3.50.

111TH, 611 WEST.—Party leaving city will rent from July 1 to Sept. 15, 3 furnished rooms, private bath, to two gentlemen; view Hudson from all windows; references. Lewis.

112TH ST., 504 WEST.—Mission-furnished front suite or separate; elevator, telephone; refined surroundings. Cooke.

113TH ST., 541 WEST.—Two front rooms; private entrance from street; most suitable for doctor. Horry, Apartment 5. Telephone 3260 Morningside.

113TH ST., 328 WEST.—Connecting rooms, overlooking Morningside Park; kitchen privileges; very moderate. Hickey.

114TH ST., 500 WEST.—Handsomely furnished parlor suite, with kitchen; overlooks campus; new building. Gavin.

115TH ST., 412 WEST, Morningside Heights.—Outside sunny rooms, near Subway and elevated. Anderson.

115TH ST., 415 WEST.—Delightful large front room; southern exposure; telephone; elevator; Subway; reference. Muller.

121ST ST., 263 WEST.—Large front room, newly furnished; suitable for two; also smaller room; telephone.

128TH ST., 254 WEST.—Large and medium; light; airy; quiet; conveniences; "L" and Subway; reasonable.

142D ST., WEST.—Cool, comfortable rooms in unusually attractive apartment; convenient to Subway and elevated; private telephone, electric lights, &c.; $3 and $4 per week. L. B. Dunham, 31 Nassau St.

160TH ST., 540 WEST.—Desirable floor or rooms; private house; also parlor floor, suitable two.

178TH ST., 501 WEST.—South room; overlooking Highbridge; elevator. Apply direct Apartment 52; reasonable. Oliver.

AT WEST END AV., Near 79th St.—Handsomely furnished, cool rooms; private baths; private family; very reasonable Summer rates; references. Telephone Schuyler—9421.

FURNISHED rooms for men only. Hotel Clemens, 98th St., Amsterdam Av.

ST. NICHOLAS AV., 343, Corner 127th.—Handsomely furnished suites, five rooms, bath, elevator, telephone, electricity; reduced lowest Summer rate; $10 weekly, upward; beautiful room, bath, kitchen, $3-$5.

East Side.

117TH ST., 65 EAST. (Hotel Bradford.)—We cater especially to permanent guests; clean, light, steam-heated rooms from $3 up week.

21ST ST., 21 EAST.—Magnificently furnished rooms; modern improvements; elevator; telephone; excellent home; $5-$8.

21ST ST., 139 EAST, Gramercy Park.—Furnished rooms without board; all conveniences, running water; transit.

29TH ST., 43 EAST.—Desirable rooms; private house; references.

43D ST., 6 EAST.—Bright, attractive rooms; Summer rates; gentlemen only; breakfast optional; good service.

72D ST., 208 EAST.—Alcove and square rooms; reasonable; private family. 'Phone Lenox 4518.

76TH ST., 32 EAST.—Attractive rooms; ideal Summer location; board optional; Summer rates.

A.—1 GRAMERCY PARK.—Rooms with, without private bath; park privilege. Tel. 1984 Gramercy.

IRVING PLACE, 71.—Desirable large and small rooms; private baths; breakfast optional; telephone; references.

LEXINGTON AV., 515.—Large, small room; elevator apartment; private; board optional. Ulrich.

UNFURNISHED ROOMS

15c. a line 1 time; 3 times 12c. a line a day; 7 times 10c. a line a day.

45 West 46th St.—Attractive unfurnished rooms to let; will furnish if required.

MACHINERY

30c. a line 1 time; 3 times 25c. a line a day; 7 times 20c. a line a day.

For Sale—New tenoning and morticing outfit; does coping; less than half ordinary cost; greatest capacity and efficiency; machine demonstrated. Mechanical Engineering Co., 133 Reade St.

PIANOS AND ORGANS.

25c. a line 1 time; 3 times 23c. a line a day; 7 times 20c. a line a day.

Player piano, mahogany, famous make, latest improved 88-note, bench, music, regular $700 style, sacrifice very cheap. Anguera, 316 West 42d St.

PURCHASE AND EXCHANGE

30c. a line 1 time; 3 times 25c. a line a day; 7 times 20c. a line a day.

Artist leaving city has valuable original paintings for sale; also three copies of famous masterpieces from galleries abroad. Call between 11 and 12 mornings, Rice Studio, 7 West 30th St., City.

BUSINESS OPPORTUNITIES

30c. a line 1 time; 3 times 25c. a line a day; 7 times 20c. a line a day.

Have an opening for a bright, active man that wants to get into the stock brokerage business; I have the experience and the best line up ever offered, being employed at present by a large Wall Street house at a large salary. I control a large amount of business and have some money. Partner needs a few thousand cash. Address P 6 Times.

RARE OPPORTUNITY.
Hotel, corner, 12 rooms, large hall; best location in the Bronx; proposed transfer station on corner; present occupant, 14 years, retiring; long lease; profits, $5,000 to $7,000 a year; principals only. Mr. Fischer,

GUILDHALL SPEECH WAS SHOWN TO GREY

Mr. Roosevelt Communicated It to the Foreign Secretary Before Delivery.

GREY WAS MUCH PLEASED

Tells Commons It Was Splendid Compliment to England—Says England Must Stay in Egypt.

Special Cable to THE NEW YORK TIMES.

LONDON, Tuesday, June 14.—That ex-President Roosevelt consulted Sir Edward Grey, the Foreign Secretary, and obtained the latter's approval before making his famous speech on Egypt at the Guildhall was made known last night by Sir Edward himself in the course of a debate on the subject in the House of Commons.

The question arose in the debate on the second reading of the Consolidated Fund bill. J. M. Robertson, a Radical member, condemned Mr. Roosevelt's speech as an insult to England.

The Right Hon. A. J. Balfour, the Opposition leader, replying, said that the sympathy which was often found wanting in other countries had been conspicuous by its presence in the case of America. To his mind Mr. Roosevelt had said nothing but what was sensible; in his speech was nothing that the most sensitive Briton need resent. He (Mr. Roosevelt) realized what the speaker did not think Mr. Robertson realized—that "you cannot treat Egypt like a problem affecting the Isle of Wight."

Something of a sensation was caused when Sir Edward Grey followed with generous praise of Mr. Roosevelt's speech.

Swinging round and facing the Radicals, Sir Edward, speaking with much emphasis, said the critics had picked out one portion of the speech, but, as a whole, it was a great compliment to this country.

The Foreign Secretary went on to say that Mr. Roosevelt had privately explained his views to him (Sir Edward) before delivering the much-discussed speech, adding:

"He indicated his views as to what he had seen in East Africa, Uganda, the Soudan, and Egypt. I have seldom listened to anything with greater pleasure. If Mr. Roosevelt had learned that the views he expressed in public would have caused the Foreign Secretary embarrassment, he would have withheld them. I repeat, I heard them at the Guildhall substantially as they had been told to me, and with the greatest enjoyment. I should have thought that to everybody the friendly intention of the speech would have been obvious."

Dealing with the assassination of the Egyptian Prime Minister, Boutros Pasha, Sir Edward admitted that there had been delay in punishing the murderer, which had been unavoidable, but, he added:

"The British occupation must continue in Egypt. It is not a question of British interests in Egypt. It is simply this: We have gone on in Egypt, doing more and more good work year after year, and we cannot now abandon Egypt without disgrace. Agitation against the British occupation can lead to but one result—to more assertion of our authority."

LONDON, Tuesday, June 14.—Ex-President Roosevelt's historic speech in the Guildhall led to a lengthy discussion of Egyptian affairs in the House of Commons last night, the Conservatives demanding to know what course the Ministers proposed to pursue, and some of the Liberal members denouncing what they termed Mr. Roosevelt's interference.

The Right Hon. Arthur J. Balfour, leader of the Opposition, expressed warm appreciation of Mr. Roosevelt's "sympathetic and kindly treatment of the subject." The situation in Egypt, he said, called for prompt action, and he hoped that the Government would take steps to give support to the British representatives there, without which they would be helpless.

Sir Edward Grey, replying on behalf of the Government, announced that Mr. Roosevelt's speech had been communicated to him before it was delivered. As a whole, he declared, it was the greatest compliment to the work of one country ever paid by a citizen of another.

Interpellations were submitted in the House earlier in the day dealing with the same subject, and the Secretary for Foreign Affairs made a brief reply.

Sir James Henry Dalziel, a Liberal of advanced political views, announced last week that he would bring the Egyptian matter to an issue by asking whether the Government had lost confidence in its agent. Accordingly, yesterday he asked the Foreign Secretary to state the relations between the Foreign Office and Sir Eldon Gorst and the attitude of the Government toward Sir Eldon's administration of affairs in Egypt.

Sir Edward Grey was prepared for the question, and replied briefly but positively that Sir Eldon possessed the complete confidence of the Government. He added that he was unaware that anything had occurred or had been said to arouse misapprehension.

Sir Henry asked that the Foreign Secretary forward a copy of his reply to Mr. Roosevelt. The Secretary answered:

"I see no reason whatever for sending a copy of my statement to Mr. Roosevelt. It has no reference to that speech. There certainly was nothing in that speech to give rise to a question of this kind."

The conference between the two predominant parties over the constitutional clash between the House of Lords and the House of Commons has now entered an official stage.

Heretofore the Ministers have avoided committing themselves in the matter, but Premier Asquith announced in the House of Commons yesterday that communications on the subject had been exchanged by Mr. Balfour—and himself—communications which, the Premier added, "I hope may lead to an early meeting between us."

ADDRESSES ON SHIPBOARD.

Mr. Roosevelt Advises Emigrants—They Try to Kiss His Hands.

ON BOARD THE SS. KAISERIN AUGUSTE VICTORIA, June 12, via Wireless to Crookhaven, Ireland, June 13.—Mr. Roosevelt was the chief figure in a noteworthy scene in the steerage this afternoon, when he attended a Catholic service held for 1,200 emigrants, Russian and Galician Poles. The emigrants, surrounding an altar draped with the American flag, chanted a litany and then Mr. Roosevelt spoke briefly, the priest interpreting.

Mr. Roosevelt welcomed his hearers to America, and gave them some advice on the necessity of avoiding association with strangers upon landing. He exhorted them to be mindful of the duties of citizenship and to protect the rights of women. At the end of his remarks the emigrants crowded about him, trying to kiss his hands.

Later, at a service in the second cabin at which a German priest officiated, Mr. Roosevelt spoke in similar vein to a gathering of Germans, who cheered his remarks.

The ex-President, accompanied by the steamer's Captain, inspected the third-class cabins, and complimented the Captain on their comfort and condition. He said it was to be hoped that the steerage might eventually be quite abolished and its place be taken by third-class cabins.

This morning Mr. Roosevelt attended a Protestant service in the saloon. To-morrow he will address the crew and stokers, and on Tuesday, with French, German, and Polish priests and Protestant clergy, he will give a reception to the first and second cabin passengers.

The weather has been perfect ever since the Kaiserin Auguste Victoria left port.

LUNCHEON FOR ROOSEVELT.

Mrs. Alexander to Entertain Him the Day After His Arrival.

Mrs. Henry Addison Alexander will give a luncheon for Col. Roosevelt on Saturday, June 18, at her home, 42 West Forty-seventh Street. Col. Roosevelt is due to arrive in this country on the evening of June 17, which brings him home just in time for the wedding of his son, Theodore Roosevelt, Jr., and Miss Eleanor Alexander, which takes place on Monday, June 20.

Among other entertainments to be given in honor of Col. Roosevelt will be a dinner which Mrs. Cornelius Vanderbilt will give at her Fifth Avenue home a day or two before the wedding.

MADRIZ APPEALS TO TAFT.

Declares That Commander of Paducah Has Prevented Him from Winning.

SAN JUAN DEL SUR, Nicaragua, June 13.—President Madriz has, it is understood, sent a message to President Taft with reference to the actions of the American naval commander at Bluefields since the capture of the Bluff by the Government forces.

President Madriz declares in his message that Bluefields would have been occupied immediately but for the commander of the United States gunboat Paducah, who announced that he would oppose this by force of arms. The attitude of the American commander thus enabled the revolutionists to leave the town and concentrate their whole force against the single Government column.

As a result of the capture of the Bluff, Dr. Madriz points out, the Custom House fell into the hands of the Government, but the American commander ordered the payment of duties at the new revolutionary Custom House, which was established up the river. He twice threatened to sink the Maximo Jarez (formerly the Venus) if it attacked Bluefields or fired upon rebel ships flying the American flag.

The revolutionists, says Dr. Madriz, were thus protected at Bluefields by American marines, who prepared to attack the Government positions at the Bluff and Laguna de las Perlas, but owing to the American commander's threat the Government forces were unable to make a counter attack.

In conclusion President Madriz says in his message:

"I am unable to reconcile these acts with the principles of neutrality proclaimed by international law. I have, however, complete confidence in the rectitude of the American Government and that the American commander's orders will be modified, thus enabling the Government to end the bloody and destructive revolution, which could not exist without outside assistance, and which is working ruin to the country."

A revolutionary column is threatening San Juan del Sur, and troops are being embarked at Corinto to reinforce the garrison here.

NEW ORLEANS, June 13.—Advices received here to-night by representatives of the titular Government in Nicaragua state that Cape Gracias was taken yesterday by the Madriz forces.

MADE INSANE BY EXPULSION.

Jewish Girl, Sent from Kieff, Jumps from an Express Train.

KIEFF, June 15.—The expulsion of Jews from Kieff is attended with many pathetic incidents.

To-day a girl of Jewish birth who was expelled jumped from the window of an express train upon which she was being taken to Odessa. She was picked up alive, but insensible. Inquiry showed that she was suffering from a violent form of melancholia, brought on by mental distress over the loss of her right of residence here.

The crusade against the Jews illegally residing in the city continues. Those who cannot establish their right to remain outside the pale are being returned to it.

AUTO RUNS BOY DOWN.

His Head Striking the Pavement, His Skull Is Fractured.

Fourteen-year-old John Peters, whose parents live at 80 Heyward Street, Williamsburg, was fatally injured yesterday afternoon at Bedford Avenue and Heyward Street, by an automobile, whose sole occupant was the chauffeur, Henry Hults, 18 years old, of Cedarhurst, L. I. The car belongs to John Moller, a retired merchant, who lives at 132 New York Avenue.

Peters was crossing the roadway as the auto came along. There was a wagon approaching from an opposite direction, and the boy was behind this vehicle, so that the auto driver could not see the boy until he ran in front of the car. The boy was knocked down and his head striking the asphalt pavement, his skull was fractured.

Hults was taken to the Clymer Street Police Station where he was held on a charge of homicide. Eyewitnesses of the fatality corroborated Hull's statement that he was going at the rate of only about twelve miles an hour.

YESTERDAY'S FIRES.

	Loss.
A. M.	
7:00—340 W. 40th St.; Mary Clendenning	$100
8:00—1,765 Madison Av.; J. Weisbeck	Trifling
10:15—Northeast corner of 125th St. and 8th Av.; Met. St. Ry. Co.	Slight
10:23—182 West 60th St.; Broadway Taxicab Co.	Slight
10:50—401 East 16th St.; E. Epstein	$25
11:05—19 Jefferson St.; Jacob Berkman	Slight
P. M.	
2:05—5 East 84th St.; August Walsh	Trifling
2:55—253d St., about 500 feet west of Broadway; Andrew Comerford	$250
4:00—207 West 106th St.; John Carroll	$10
7:05—247 East 45th St.; S. Mylan	$25
7:35—63 Old Broadway	Trifling
9:00—670 Amsterdam Av.; Astor estate	Trifling
9:15—415 West 54th St.; Thomas Smith	$50
9:55—73-75 Delancey St.; A. Weinstein	$200
10:06—76 Bowery; David Abrams	$2,500
10:05—721-733 East 133d St.; S. Bernstein	Trifling
11:20—158 Ludlow St.; Simon Goldstein	$10

$50,000 SUIT AGAINST ROOSEVELT GREETERS

Bandmaster Fanciulli Wants the Reception Committee to Pay for Cancellation of Order.

DON'T WANT ABERNATHYS

Rough Riders Object to Boys' Company in the Parade—Naval and Military Salutes for the ex-President.

Francesco Fanciulli, the bandmaster, through his attorney, William A. Schumacher, 290 Broadway, entered suit yesterday for $50,000 damages against Cornelius Vanderbilt, Chairman, and the individual members of the Executive Committee of the Roosevelt Reception Committee, alleging that they engaged his band to play on the committee boat and then engaged another organization. Papers were served yesterday on the Secretary, A. F. Cosby.

Mr. Cosby yesterday issued a statement on behalf of the committee, in which he says:

I did see Prof. Fanciulli and entered into negotiations with him about engaging his band, but before they were completed I learned from the professor's own lips that he had been suspended from the Musical Union of this city for not paying his men while he was under contract with the city to give performances in the parks in 1907. I made inquiries in various quarters in regard to Prof. Fanciulli, and decided that it would not be advisable to have Prof. Fanciulli's band.

I said that no threats had been made to me, and that I had made no statement to any one about Fanciulli. I never made any remark in public about Fanciulli, and he has certainly not been damaged by me or by any member of this committee. Such publicity as appears in the matter is brought about entirely by himself in bringing this suit.

I wrote to his attorney and asked him what damages he considered he had suffered, as I should be glad to lay the matter before the full Executive Committee for their consideration, but his attorney replied on June 7 that "it was impossible for him to estimate the damage, and would therefore leave it for a jury to decide."

I also wrote and offered his attorney $25 to settle the claim, as the amount that Fanciulli would be entitled to receive for his services as bandmaster was only $12, and this seemed to me to be more than a liberal settlement, and I said that we wanted no trouble with anybody. I received no reply beyond the service of suit papers to-day.

The whole suit is ridiculous and brought simply by a disappointed men to try and get even.

It developed yesterday that the Rough Riders of the West are opposed to permitting the Abernathy boys to ride with them in the parade. A special meeting of the committee, held yesterday, decided that the boys should ride with the Spanish war veterans instead.

Among the many acceptances received yesterday by the committee was one from Gov. William J. Mills of New Mexico. With other Governors and dignitaries he will go down the bay on the committee boat.

The Hamilton Club of Chicago, 200 or 300 members strong, will leave Chicago on the second section of the Twentieth Century Limited over the Lake Shore Road at 5 o'clock Thursday afternoon. Its headquarters here will be in the East Parlor of the Waldorf-Astoria. The members will go down the bay on the steamer Commodore and will receive the courtesy of the New York Republican Club house.

WASHINGTON, June 13.—By direction of President Taft, Secretary Meyer has ordered the new battleship South Carolina to anchor in Ambrose Channel, at the entrance of New York Harbor to greet Col. Roosevelt on his arrival with a national salute of twenty-one guns.

Five torpedo boat destroyers will also line up with the South Carolina, and this naval force will escort the ex-President up the bay as far as Quarantine. Secretary Meyer stated that more battleships would have been assigned to this duty, if they had been available, but the others now in New York are laid up for repairs.

Secretaries Meyer and Wilson, the only members of the present Cabinet who were also part of President Roosevelt's official family, will go down the bay in the Dolphin to welcome their old chief and form part of his escort.

Secretary Dickinson to-day telegraphed Brig. Gen. Howe, commanding the Department of the East at New York, to confer with the local Roosevelt Reception Committee so that the army may cooperate in the ceremonies.

Both the army and navy regulations require a salute of twenty-one guns to be fired when an ex-President is in evidence, so a salute will boom from the forts in the lower harbor as the German liner passes. The only difference between the reception to a President and an ex-President is that in the latter case the side of the saluting ship is not manned, nor is a special flag exhibited.

ABERNATHY LADS SEE MAYOR.

Temple Tells Him He Wants to be a Hotel Clerk—They Dodge a Crowd.

Louis and Temple Abernathy, escorted by their father, Capt. Jack Abernathy, called upon Mayor Gaynor yesterday forenoon and spent some time with him in his private office. The visitors endeavored to leave City Hall through one of the doors of the Bureau of Weights and Measures to escape the crowd outside, but they were seen at once, and pursued by a throng of men and boys to the Subway.

"I've been in many a cattle stampede," said the boys' father later at the Hotel Breslin, "and I could always see my way out, but a New York crowd is worse than a stampede.

"Why, when we were on our way to see the Mayor our taxicab broke down on Broadway, near Eighth Street. We were recognized by the crowd which collected, and had hard work to get away. I was never in such a jam in my life, and it was only by taking refuge in a store, the manager of which locked the door, that we were able to escape being stampeded."

The conversation between the Mayor and the little cowboy visitors was interesting.

"Those are just the kind of boots I used to wear," remarked his Honor, pointing at Temple's brogans, adding: "What are you going to be when you grow up?"

"I think I'll be a hotel clerk," replied Temple, meditatively.

"Wouldn't you rather be a mounted policeman?" continued the Mayor, but the lad persisted that he would rather be a hotel clerk, or—like "dad."

Temple's head just came to the top of his Honor's desk.

TWO HELD FOR EXTORTION.

Dentist Says He Paid $25 to Have a Record Against Him Destroyed.

Henry A. Newburger, a dancing teacher of 695 Lexington Avenue, and a man who said he was "Thomas Smith" of 784 Third Avenue, a record clerk of the Children's Society, were arrested last night on a charge of extortion by Central Office detectives on complaint of Dr. S. Seymour Van Nostrand, a dentist, of 161 West Eighty-eighth Street.

Dr. Van Nostrand said Newburger called at his office on Sunday saying that a friend who had access to the District Attorney's office records had discovered that a man and his daughter from Philadelphia had filed last week a complaint against the dentist. The record, he said, could be destroyed if the dentist would give him and his friend about $25. He promised, according to the dentist, to return with the record last night.

Dr. Van Nostrand communicated with Inspector Russell, and Detectives Carretti, Sullivan, and Murphy found that there was no such complaint in the District Attorney's office. They went last night to the dentist's office, but instead of coming, the alleged blackmailer by telephone insisted that the dentist meet him and his friend at Ninetieth Street and Columbus Avenue.

Dr. Van Nostrand repaired there, while the detectives, to avoid a possible spy, left the house by way of the roof. In an adjoining house Murphy was mistaken for a burglar by a woman with a rolling pin, but showed his shield in time.

At Ninetieth Street and Columbus Avenue, the police say, the dentist was approached by Newburger. After a few words Dr. Van Nostrand gave the signal to show he had passed the marked bills, and Murphy arrested Newburger, who had the bills in his hand, the police say.

The second man was on an opposite corner, and, the detectives say, tried to get away. He was overtaken by Sullivan after a chase of three blocks. He denied all connection with the case at first, but when Newburger confessed to taking the money the man admitted his part. Newburger, the police say, is connected with a fashionable dancing academy. They say the name of Smith, as well as the address, is fictitious.

YIDDISH WRITER MEMORIAL.

East Side Admirers Attend Services in Honor of Gordin.

The anniversary of the burial of Jacob Gordin, an east side writer of Yiddish dramas, memorial services were held in Cooper Union last night. The east side, for whom he wrote, was out in large force. A dozen speakers lauded Gordin's memory in Yiddish.

Mrs. Gordin, the widow and five of her children, had seats on the platform.

Louis E. Miller, editor of a Yiddish paper, The Warheit, presided. He announced that a movement was started to raise by popular subscription a memorial to the dead writer in Seward Park, in the heart of the Ghetto.

It is to be a bronze bust of Gordin on a tall pedestal. Mr. Miller said that Jacob H. Schiff had signified his willingness to be on the committee in charge of the fund.

Among the speakers were Dr. I. Ingerman, Edward King, G. Bader, and Dr. H. S. Zhidtowsky.

PLAYMATES IMPERIL BOY.

Four-Year-Old Hung from Third-Story Window, Intending to Drop on Signal.

Several companions dared Harry W. Brown, aged 4, of 51 Cedar Place, Yonkers, yesterday to ascend to the third floor and hang out of a window by his hands.

"When we tell you to let go, drop, and we'll catch you," said one of the older boys.

A minute later he was seen hanging from a window sill on the third floor. He was about to drop when several women warned him to hold on, saying that if he let go he would be killed.

Being an unusually sturdy youngster he managed to maintain his hold until Charles Romaine of Caroline Avenue ran up the stairs and rescued him. None of the members of the Brown family was home when Harry performed the feat.

GIRDER FALLS; THREE HURT.

Slipped from Hoisting Tackle at New Jail in Brooklyn.

An iron girder which was being hoisted in place on the new women's prison adjoining the Raymond Street Jail, Brooklyn, slipped yesterday and fell to the ground, injuring three workmen. The injured men are John Miller of 175 East Seventy-eighth Street, Manhattan, fractured right wrist and contusions; James Hughes of 212 East Seventy-fourth Street, Manhattan, contusions of the chest, and Frederick Ackerman of 14 Ten Eyck Street, Brooklyn, fracture of the right foot and contusions of the chest. All were removed to the Brooklyn Hospital.

SHOT SELF AS SONS SLEPT.

Father Blew Out His Brains as He Lay in Bed with Boys.

Charles F. Rhien, a cigarmaker, of 143 Twenty-fifth Street, Guttenberg, N. J., committed suicide on Sunday morning while in bed with his two sons, Frank, 12 years old, and George, 8 years old. The two boys were awakened by the shot and found their father dying.

Mrs. Rhien rushed in from an adjoining room at the sound of the shot. A loaded revolver, which Rhien kept under his pillow because he feared burglars, was at his side. Rhien had been a railroad man, but had to give it up and return to cigarmaking because of trouble with his feet. The police found nothing to substantiate a murder theory.

LEISHMAN AT COMO ON MURDER INQUIRY

New Developments Support the Theory That Porter Charlton Was Also Killed.

COAT FOUND IN THE LAKE

May Have Belonged to Husband of Dead Woman—Arrested Russian's Stories Said to Conflict.

Special Cable to THE NEW YORK TIMES.

MILAN, June 13.—The American Government is prosecuting very energetically the investigation into the Lake Como mystery. Ambassador Leishman has been ordered to take the matter in hand personally, and on his arrival here this morning proceeded to Como in company with Mr. Caughy, the American Consul at Milan. Mr. Leishman will remain as a guest of friends residing in the vicinity of Moltrasio.

The murdered woman, it is said, proves to have been a cousin of the late ex-President Harrison, and also closely related to the late Admiral Sampson.

Momentous results are expected from the initial secret cross-examination of the Russian Ispalatoff, which began this afternoon, and is likely to be prolonged without respite till midnight.

Divers will be sent down to the bottom of the lake in search of Porter Charlton's missing trunk and the Russian's missing knuckle duster. The depth of the lake at the spot where the body was fished up averages fifty feet, though it is not more than thirty yards from the jetty whence the ghastly burden must have been embarked on one of several boats usually left fastened there at night. A little further away this mountain lake is, in places, of unfathomed depths.

I noticed alongside the aforesaid jetty that, besides the stone found affixed to the trunk which contained Mrs. Charlton's corpse, two or three big blocks had been freshly torn away, nor had they fallen into the water, which at that point is shallow for some little distance.

COMO, June 13.—The grappling irons which have been searching the bottom of Lake Como this morning brought up part of a man's coat, which is thought to have belonged to the missing Porter Charlton, husband of the woman the mystery of whose murder is so far unexplained. The torn garment was fished up from the bottom of the lake near the spot where the trunk containing the body of the woman was found.

On the supposition that Lake Como contains the body of Charlton a thorough search of its bottom and shores was begun to-day. The work was started in the vicinity of the spot from which the fishermen had drawn up the trunk with the body in it. It was not long before the searchers were rewarded by the finding of the portion of a man's coat. This was exhibited among the fisher folk and others in the vicinity who had seen the Charltons, and some of these declared at once that it was a part of a suit which the young American had worn. The search was continued with renewed interest.

Further support of the double murder theory developed as the day progressed. It had been known that the police were in possession of several clues leading, it would appear, to the conclusion that Charlton had also been murdered. They have, however, been decidedly reticent regarding their discoveries.

This afternoon it was learned that the investigators had determined that the stone with which the trunk was weighted had been taken from the wall of the aqueduct on the shore of the lake. The stone had been removed from a spot in the wall opposite the point at which the trunk was submerged.

Following up this clue the police discovered that another stone, exactly similar in size, had been recently dug out of the wall. This other stone has not been located, and the police would not be surprised to find that it was used to weight another trunk or box containing the body of Porter Charlton.

On the other hand, a report was received by the Milan police to-night, and was communicated to the authorities here, that a man disguised as a priest, who, it is thought, might be Charlton, was seen making his way across the Swiss frontier.

The search of the lake will be continued to-morrow, for the police are still convinced that it would have been impossible for Charlton to make his way out of the country unobserved.

Constantino Ispolatoff, the chance acquaintance of the Charltons from whom they leased the villa in which they lived here, remains in custody and is frequently questioned as developments furnish the detectives with new grounds for inquiry.

The Russian maintains his self-possession and insists that he knows nothing as to how or by whom the crime was committed. The detectives who have questioned him assert, however, that he has repeatedly told conflicting stories.

COURT BARS JACKPOT FUND.

Only Evidence Concerning Senatorship Admissible at Browne Trial.

CHICAGO, June 13.—At the resumption to-day of the trial of Lee O'Neil Browne of Ottawa, Ill., Democratic minority leader of the Illinois Legislature, charged with alleged bribery in connection with the election of William Lorimer to the United States Senate, Judge McSurely ruled that the alleged distribution of a general slush fund, or jackpot, would not be admitted. Judge McSurely said that he could see no logical relevancy in the alleged payment of such money, because it was for votes on unspecified bills.

This ruling, although no formal order was entered by the court, will have the following effects:

It will eliminate as evidence in the Browne trial a considerable portion of the bribery confession of Rrepresentative Charles A. White of O'Fallon, Ill., the man who precipitated the entire bribery investigation by charging that Browne paid him $1,000 to vote for Lorimer, and that Representative Robert E. Wilson gave him $750 in St. Louis out of a jackpot fund.

It brings to immediate issue the question of the admissibility of evidence regarding payments alleged to have been made to Representatives H. J. C Beckemeyer and Michael S. Link in St. Louis, and on whom State Attorney Wayman depends for corroboration of White's story.

It may absolve Representative Wilson of Chicago from an indictment for perjury, on which he is now awaiting trial. Under the Illinois statutes, it is said, a person cannot be indicted and tried for perjury when his testimony is not material to the main issue.

Representative White was on the witness stand all day, but frequent and lengthy arguments by counsel for the defense and the Public Prosecutor prevented him from making much headway with his story. White's examination will take at least two days more. White told of meetings in Springfield and of promises to pay him $1,000 to vote for Lorimer.

White also identified a number of letters and telegrams which he declared had been sent to him by Browne. All these were sworn into the record as exhibits by State Attorney Wayman. White told of meeting Browne in the St. Nicholas Hotel at Springfield, and said Browne came to his room late at night and opened negotiations regarding his vote for Lorimer. Speaking of a second meeting, White said:

"Browne asked me what was troubling me. I said, 'I would like to know how much I am going to get for voting for Lorimer.' He asked me if I was afraid. I said, no, but that I wanted to know just what I was going to get. He said I would get $1,000. He repeated that he was suspicious of the Joliet Prison, and urged me to keep everything secret."

Among the letters introduced from Browne to White, one was dated, "Ottawa, Ill., Jan. 1, 1900," telling White to whom to write for railroad passes in Illinois.

In stating what he intended to prove by witnesses other than White, State's Attorney Wayman said that Representative George W. Myers of Paris, Ill., would testify that "the morning that Lorimer was elected, twenty minutes before the roll call, Browne came to him and said: 'Better get in with us, Myers. We have plenty of State jobs and plenty of the necessary.'"

JOKE NEARLY KILLED HIM.

Cooper Put a Brass Ring on His Neck and Almost Choked to Death.

Conrad Lucas, a cooper, of 106 North Fourth Street, Williamsburg, awoke with a choking gasp yesterday morning and a sudden frightened consciousness that he had forgotten to remove from his neck a brass ring which he had slipped there on the previous evening, jestingly announcing to a party of friends that he was a slave.

The flesh, irritated, had swelled while he slept, and when he woke he was sick and choking and there was a ringing in his ears.

Hastily dressing, he rushed to the office of Dr. Brandstein, at 103 South Second Street, who said that his case was one for a jeweler or a blacksmith.

Lucas bade him run for aid to the Bedford Avenue Police Station, where a policeman called a Grand Street jeweler. When they reached the physician's house Lucas was unconscious.

The jeweler sawed through the ring, buried in the swollen flesh. Then the physician dressed the sore places. Later Lucas, fairly recovered, paid $22 for professional services caused by his joke.

KITCHENER DECLINES POST.

Connaught Also Threw Over Mediterranean Command.

LONDON, June 13.—Lord Kitchener's declination of the post of Inspector General of the Mediterranean forces, to which he was appointed last August, was communicated officially to the House of Commons to-day by the Right Hon. Richard B. Haldane, Secretary of State for War.

F. CHAUVENET'S
Red Cap
THE RED SPARKLING BURGUNDY OF FRANCE
Invigorates Permanently
H. P. Finlay & Co., Ltd., New York.

NEW YORK'S LEADING THEATRES.
KNICKERBOCKER B'way, 38 St. Evs. at 8:15. Mats. To-m'w & Sat. 2. TO-MORROW, WEST POINT NIGHT. THE FANTASTICAL MUSICAL COMEDY, THE ARCADIANS
HUDSON W. 44th St., nr. B'way. Evs. 8:17. Mats. To-m'w & Sat. 2:15. THE SPENDTHRIFT with EDMUND BREESE.
GARRICK 35th St., nr. B'way. Evs. 8:30. Mats. To-m'w & Sat. 2:15. "Full of Excellent Comedy."—Tribune. HENRY MILLER & COMPANY in HER HUSBAND'S WIFE.
NEW AMSTERDAM THEATRE. W. 42d St. Mats. Wed. & Sat. 2:15. FREDERIC THOMPSON Presents GIRLIES
60 OF THEM NONE OF THEM TWENTY NONE OF THEM MARRIED. A Musical Satire of the Dramatic Season. With Joseph Cawthorn & Maude Raymond.
NEW YORK B'way & 45th St. Evs. 8:15. Mats. Wed. & Sat. 2:15. SUMMER PRICES—BEST SEATS $1. THE MERRY WHIRL with JAS. C. MORTON & F. F. MOORE
GAIETY B'WAY & 46th ST. EVS. 8:15. MAT. WED. & SAT. 2:15. FORTUNE HUNTER with JOHN BARRYMORE
JARDIN de PARIS ATOP N. Y. THEATRE. OPENS NEXT MON. Seats Thurs. ZIEGFELD'S SONG REVUE Follies of 1910 Staged by JULIAN MITCHELL. RICKEL & WATSON'S ROOSEVELT BAND.
AMERICAN ROOF Garden and Adirondack Camp 42d, W. of B'way. DAILY MAT. OF ENTIRE ROOF SHOW, incl. THE BARNYARD ROMEO, Downstairs in Theatre, 25 & 50c. THE BARNYARD ROMEO 60 IN ALL-STAR CAST—60 MLLE. LO AND HER BEAUTIFUL ARTISTS' MODELS FRED NIBLO, LAMBERTI, others.
First Motion Views of Jas. J. Jeffries at His Training Camp.
AMERICAN THEATRE NIGHTLY. 25c. & 50c. No Higher. ALL-STAR BILL. 12 BIG ACTS.
PLAZA 15—ALL-STAR ACTS—15 58th St., Mad. Av. Frank Sheridan & Co., Rathskeller Trio, Gertrude Van Dyck, Daily Mats. 25c. others, & Motion Views of J. J. Nights, 25c. & 50c. Jeffries in Training Camp.
America's Foremost Theatres and Hits.
BROADWAY Theatre, B'way & 41st St. Evs. 8:15. Matinee Saturday, 2:15. "Lew Fields' Production of THE SUMMER WIDOWERS Cast Includes Lew Fields and Irene Franklin.
CASINO B'way & 39th St. Evs. 8:15. Last 2 Mats. Sats. Only. 2:15. Wks. SHUBERT-BRADY All Star Production of Gilbert & Sullivan's Comic Opera. THE MIKADO
Lew Fields' Herald Sq. B'way, 35th St. Evs. 8:15. Matinee Saturday. MARIE DRESSLER in Tillie's Nightmare.
LYRIC 42d West of B'way. Evs. 8:20. $1.50 Matinee To-morrow, 2:20. De Wolf Hopper In A MAN'S DOLL HOUSE, with LOUISE DRESSER. Baseball night to-night. Giants and Cubs.
MANHATTAN FIELD 155th St. & 8th Av. UNDER ITS OWN BIG CITY OF TENTS THIS WEEK ONLY FOREPAUGH-SELLS CIRCUS
ONE 50c. TICKET ADMITS TO ALL SHOW STARTS AT 2 & 8 P. M. DOORS OPEN AT 1 & 7 P. M. Admission Tickets and reserved seats now on sale at BLUMSTEIN'S DRY GOODS STORE, 230 West 125th St., at same prices charged at regular circus ticket wagons.
ALHAMBRA Daily Mat. 25c. Bayes & Norworth, The Love Waltz, The Little Stranger, others.
BRONX 149th St. & 3d Ave. Daily Mat. 25c. Julius Steger & Co., Howard & Howard, Great Golden Troupe, &c.
ASTOR B'way, 45th St. Ev. 8:15. Mats. Wed. & Sat. 2:15. Wed. Mat. 50c.-$1.50. Greatest Comedy Hit in 20 Years. SEVEN DAYS
Keith & Proctor 5 THAVE. 6 B'way, 28th St. Daily Mat. 25 & 50c. PAULA EDWARDES, Melville & Higgins, Tom Waters, 8 Geisha Girls, The Tiger's Temple, others.
HAMMERSTEIN'S ROOF Matinee Daily Polaire, Mme. X. Gus Edwards' School Boys & Girls, & 10 other acts.
COLUMBIA BURLESQUE. Daily Mats. 15c. to 50c. B'way & 47th Evs. 25c. to $1. Smoking Permitted
BRIGHTON BEACH 2:45 & 8:30. MUSIC HALL 2 SUNDAY POP. CONCERTS. McINTYRE & HEATH, 6 MUSICAL CUTTYS, BIRD MILLMAN & CO., 6 OTHER ACTS.
CONEY ISLAND'S GREATER DREAMLAND 50 NEW SHOWS—20 FREE ONES. EVERYTHING NEW BUT THE OCEAN.
THOMPSON & DUNDY'S LUNA PARK THE PARK THAT MADE THE MOON FAMOUS. NOW OPEN
STEEPLECHASE Coney Island's Funny Place. Really Beats a 3-Ring Circus. Swimming Pool and all Attractions Going.
GLEN ISLAND BOATS NOW RUNNING Leave Battery Landing 10, 11, 2:30, 4:30, 7, 8:30. East 31st St. 20 minutes later. ROUND TRIP 50c.
BRIGHTON BEACH PARK Giant Safety Coaster.
"The 20th Century Garden of Eden." NOW OPEN. SCHENCK BROS. PALISADES AMUSEMENT PARK. Take WEST 130 ST. FERRY direct to Park. Pain's Fireworks Every Thurs. Night.
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